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HUDSON RIVER BY DAY LIGHT



"ALBANY"
AND
"NEW YORK"
DAY LINE
STEAMERS

1910

By transfer

MAR 15 1915

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THE MOST
CHARMING INLAND WATER TRIP ON THE
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EXCURSION ROUTES,
— AND —
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1910

WITH SUPPLEMENTARY LIST OF THE RESORTS

ON THE LINE OF THE

NEW PALTZ, HIGHLAND & POUGHKEEPSIE TRACTION CO.

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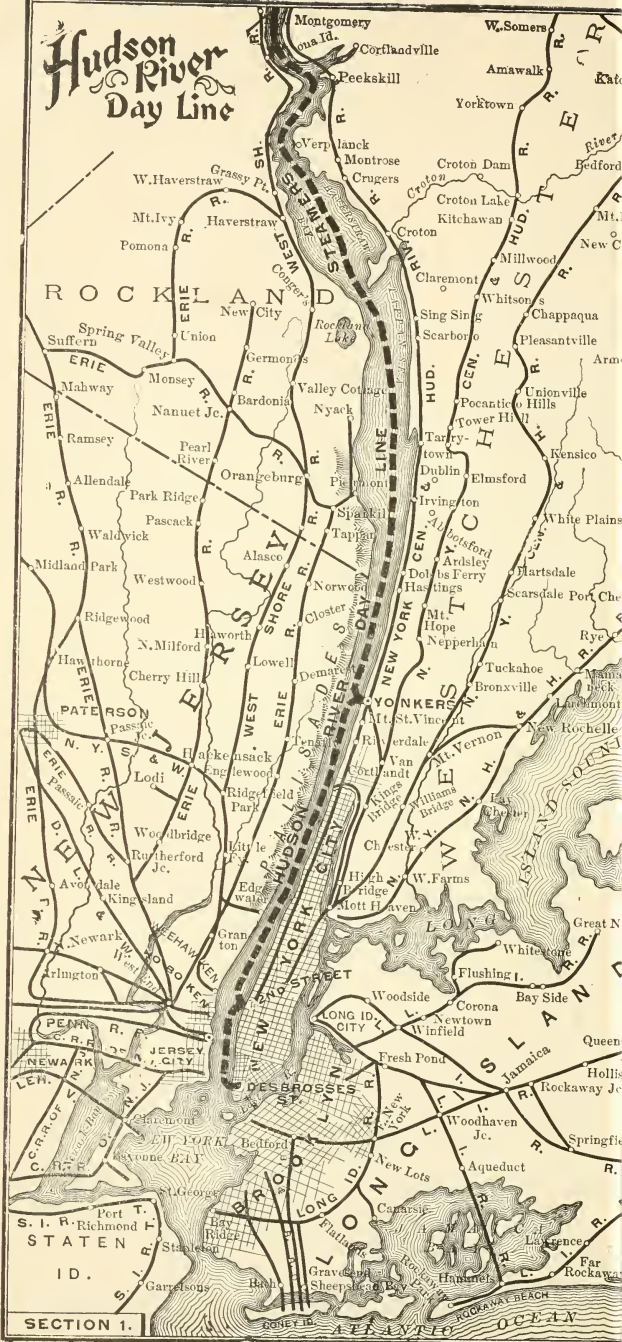
HUDSON RIVER DAY LINE.

E. E. OLCOTT,
General Manager.

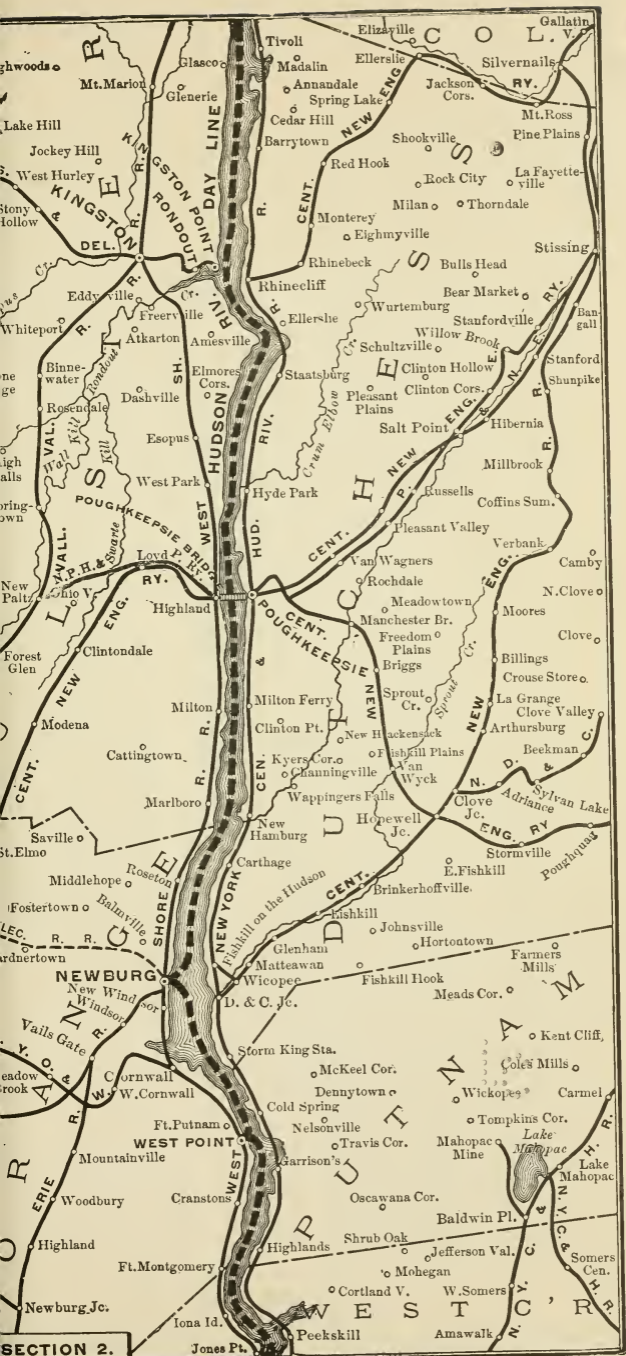
F. B. HIBBARD,
General Passenger Agent.

DESBROSSES STREET PIER - - - NEW YORK

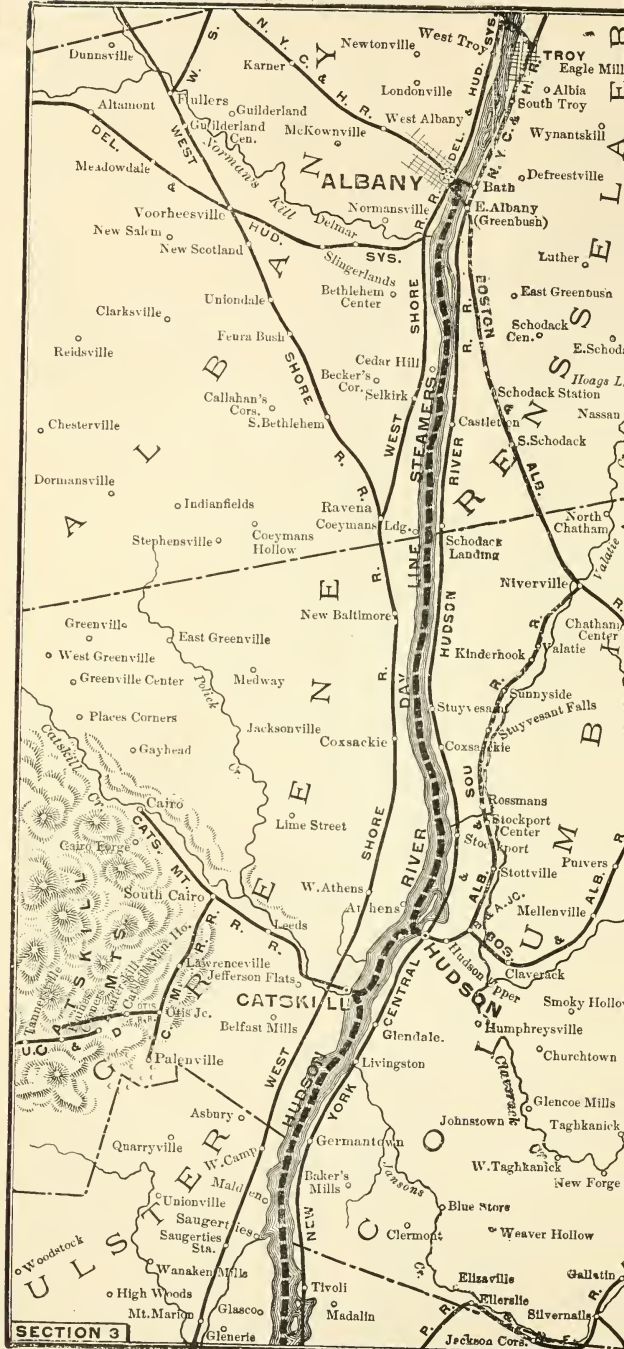
Hudson River Day Line



SECTION 1.



SECTION 2.



SECTION 3



ON THE DAY LINE. MT. TAURUS AND BREAKNECK.



BECALMED ON THE HUDSON.

THE HUDSON RIVER.

We have passed the three hundredth anniversary of Hendrick Hudson's discovery of the river that now bears his name. It matters not whether he was the first European navigator to visit that historic stream; it may have been Roberval in 1542, or French fur-traders in 1540, or Verrazano in 1524, or the Cabots about 1497, or Zeno in 1380, or Madoc in 1170, or Thorvard and Helgi in 1011, or Thorfinn and Thorvard in 1007, or Thorwald in 1003, or Lief, the son of Eric, in the year 1000, or perhaps some bold navigator or storm-stressed voyager in even earlier years, unknown to tradition and unhonored by history, for there is much dim tradition and historians disagree; but, be that as it may, the first actual explorer of the river of whom we have any authentic account was Hendrick Hudson who, in September, 1609, navigated the "Haalve-maan" (Half-moon) up its broad stream to a point a little beyond latitude $42^{\circ} 18'$, and that event drew in its wake the train of occurrences that settled and created the colonies which have become the United States of America.

The prow of that vessel has left a broadening wake whose ripples have written an indelible history not only along the Hudson's shores, but have left their imprint on kingdoms over the sea. In that track came the trader, and then the settler with his ax, carving a home out of the wilderness and making a new Netherland. The fame of the "New Netherland" spread abroad, and the little band of English Puritans which had fled to Holland for refuge, fearing the loss of its national identity in that country, in 1620 followed in the wake of the "Half-moon," intending to settle on Hudson's River; but at the end, driven by stress of weather, they were obliged to abandon their purpose and land near Cape Cod. And thus to the Hudson do we owe the beginning of the colonies which stimulated the settlement and founding of the New World.

We might picture the palmy days of the Dutch colony along the "Mauritius River," as it was then called in honor of Prince Maurice, broken at length by the envious greed of England which wrested the sovereignty from the Netherlands; then the long years of gathering storm, brewed by British oppression and mismanagement until its shadow rested over all the colonies, and finally broke in the tempest of the Revolution.

Up and down the valley of the Hudson the contending armies surged like the ebbing and flowing of

its tides, strewing the shores with relics of that period like the flotsam and jetsam of its waters. We can picture the gaudy scarlet-and-gold uniformed regiments of the British, with flaunting banners, and martial music beating time for the rhythmic movements of the trained soldiers of the king; we can contrast the simple yeomen in whose breasts burned the fire of patriotism and love of liberty and home, whose uniforms were but the coarse garments of the husbandman as he rushed from the plow to defend his fireside from invasion and himself from virtual slavery. Here is the arena in which was fought no small part of that great conflict, where the soil is enriched with the blood of patriots and the best of Britain's sons; and here in unremembered graves lie the mouldering bones of friend and foe alike. These hills have echoed with the rattle of musketry, the boom of cannon, and the awful din of battle, mixed with the agonized groans of the victims of war and the music of victory; they have also gleamed with the beacon-fires and the ruddy glow of patriot homes burned by a wanton foe.

And now that a century and a quarter have passed since those troublous days—days of travail during which was born our infant republic—the progress of our people has been boundless and is nowhere better demonstrated than in this region. Over the course of the little “vlie-boat” of Hudson, Robert Fulton navigated the “Clermont,” the first successful steamboat. Here the genius of Samuel F. B. Morse perfected the electric telegraph. This valley was the highway over which was opened and settled most of the great West, and through which to-day is the principal gateway to that vast region. Up and down its majestic stream ply the swiftest and most magnificent river steamboats ever constructed. Among its hills and dales dwell a vast population, prosperous and happy. It was once the red man's elysium; it is to-day the white man's paradise.

Let us follow in the wake of the “Half-moon” and glance at the picturesque grandeur of this river while we recall some of its history and legend. The magnificent steamers of the Day Line make the journey in each direction daily on each week-day during the summer season, and from their decks may be had the best view that the tourist may have of the far-famed stream and its places of interest.

On the evening of the 12th of September, 1609 Hudson brought his vessel to anchor in the broad bay that is now the harbor of New York. We can imagine that bold commander standing upon the high stern of the “Half-moon” in the gathering gloom of that autumn day, with folded arms, and pensive gaze fixed upon the fading landscape, dreaming of the riches of the Orient toward which he fondly hoped he had now, discovered a shorter route. But his fondest and most extravagant fancies could have but faintly foreshad-

owed the wealth and glories that were to follow him. Had fate vouchsafed him but one glance behind the veil that hid the future, and shown him that harbor as it is to-day, he would have seen, not only a route for the costly perfumes and spices of the East, but a great harbor thronged with the commerce of the world, surrounded by a vast population, in its midst the great bronze statue of Liberty whose dimensions surpass



STATUE OF LIBERTY.

those of the Colossus of Rhodes, which was one of the seven wonders of the ancient world. Over its eastern approach he would have seen the vast bridges that are greater wonders still, and upon the island that was the home of the simple Manhattoes, a wilderness of buildings that are the triumphs of modern architecture.

At the coming of white men this whole region was inhabited by numerous tribes of Lenapee Indians. Their domains extended from the St. Lawrence on the north to the Carolinas on the south, and from the Atlantic ocean to the valley of the Mississippi—all except a small territory around the great lakes and the region which is now central New York. The Mohicans were a tribe of this great nation and they were the ruling people in the valley of the Hudson. This great river was known far and wide as the Mahicannituck, or "great river of the Mohicans." To the Mingo tribes of the lake region it was spoken of as "Oioque," or great river, and sometimes as "Cahohatatia," or river that flows from the mountains. Shatemuck and Skanektade are also said to have been Indian names for it.

To the Lenapees the spot where New York now stands was called "Menatan," meaning in their tongue, island. From it, of course, comes the present name **Manhattan**.



ON THE DAY LINE. THE PALISADES OF THE HUDSON.

Near the very spot from which the steamers of the Day Line begin their trips a Revolutionary line of breast-works extended from Desbrosses street along Greenwich to Hubert, and along Hubert to the river bank, and thence south to the Grenadier's Battery, which stood about at Franklin street. Just back of this stood the "Brew House," also fortified. Guarding the water front below were the Jersey battery, McDougall's Battery, Oyster Battery, and intervening earthworks, while on the site of the present Battery Park stood Fort George, which was the principal military works on the island. This fortification stood on the spot formerly occupied by Fort Amsterdam, which was the chief military post of the Dutch colonists. In the time of Peter Stuyvesant this was a square earthworks lined with planks, with four bastions, enclosing the barracks and the governor's house. Nearby, on a slight elevation, stood the old company windmill, whose sails acted as a sort of barometer for the simple colonists, for they had an ordinance regulating the trips of the ferry to such times as it might be in operation, and if the wind was too strong for the the mill to run the ferryman need not cross. Many of the labors of the day were regulated by its movement.

As the steamer leaves her pier, to the west the rocky eminence at Weehawken marks the spot where Hamilton fell mortally wounded in a duel with Burr, and stretching away to the north for twenty-three miles the picturesque Palisades form a perpendicular wall of rock varying in height from fifty to six hundred feet. This great wall of volcanic rock, pushed up through the earth's crust by some convulsion of nature, exposes a serrated edge of fantastic forms, crowned with verdure. Among their rocky crags was the site of Fort Lee, from whose ramparts Washington witnessed the bloody battle of the 15th and 16th of November, 1776, when the British captured Fort Washington and its surrounding works. This was one of the fiercest battles of the Revolution. Fort Washington commanded Washington Point and just above were Forts Tryon and Cock Hill, protected in the rear by Fort George. These were held by the American forces under Colonel Magaw, with about 2,000 men. Sir William Howe with a force of about 5,000 men began an attack upon these on the 15th of November, which culminated in a victory for the British soon after noon of the following day. Word being sent to General Washington at Hackensack, he hastened to Fort Lee and there, with his general officers gathered around him, on the heights across the river, he was an eye-witness of the slaughter and final defeat of the patriot forces. Fort Lee was immediately abandoned, but before its stores could be removed a large part of them, as well as the mounted cannon, were captured by Cornwallis, who had crossed the river with 6,000 men. This retreat of Washington led to his famous recrossing of the Delaware among the ice floes a month later.

Across the river from Washington Point to the rocks under Fort Lee stretched a *chevaux-de-frise*, and on the bluff over the railroad station at Spuyten Duyvil was another Continental fort called Independence.

On the eastern shore, where once the modest homes of the settlers lay hidden in the foliage of the primitive forest, are now the modern palaces and castles of men richer than even Croesus was fabled to be, strongly contrasting with the crumbling ruins that lie half-buried beside the rivers over the sea. Here, also, contending with wealth, history vies with legend and art to lend interest to the locality.

Yonkers perpetuates the name of Adriaen Van der Donck, who was the first lawyer in the Dutch colony. He came in 1642 in a ship of patroon Killian Van Rensselaer, and settling here and living with some pretense of style, his estate came to be called "*de*



ON THE DAY LINE. THE PHILLIPSE MANOR HOUSE, YONKERS.

jonkheer's landt," or the young gentleman's land, which has been corrupted to the present name Yonkers. Here also, in the center of the city, stands the old Phillipse mansion, once the home of Mary Phillipse, whom Washington is said to have sought in marriage, and who was one of the few women who were attainted of treason during our war for independence, whose property was confiscated by the government.

In front of the city, in 1777, occurred a naval engagement between the American gunboats and the British frigates *Rose* and *Phoenix*, in which the former were defeated and compelled to seek safety in the mouth of the Sawkill (now Nepperhan Creek).

We can recall Washington Irving's description of the Tappan Zee, "whose wide extended shores present

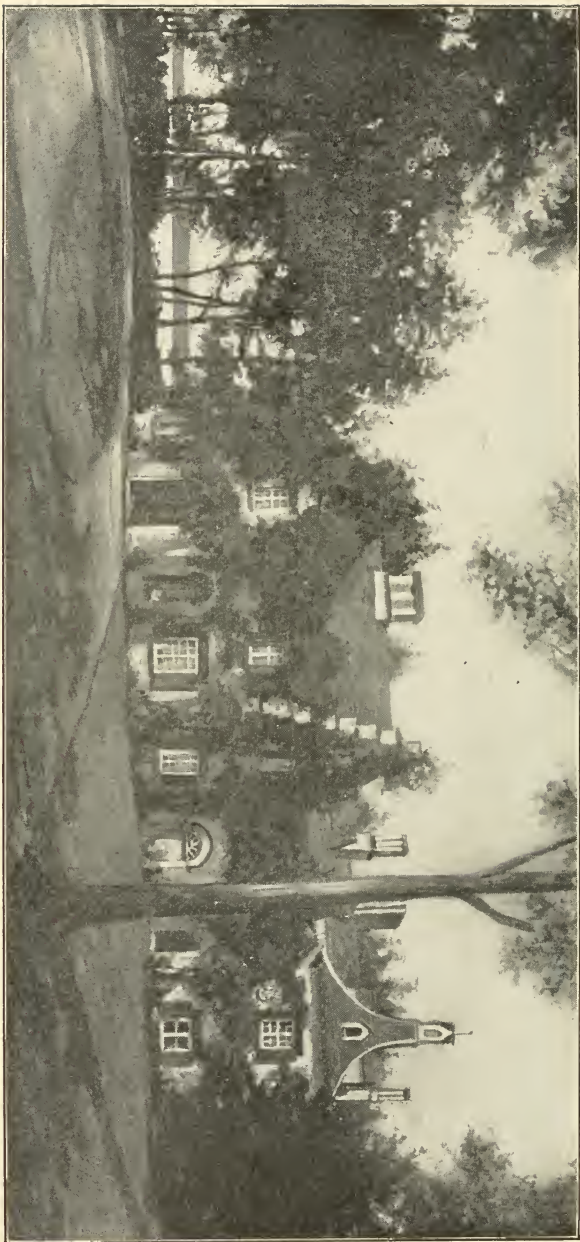
a vast variety of delectable scenery—here the bold promontory, crowned with embowering trees, advancing into the bay—there the long woodland slope, sweeping up from the shore in rich luxuriance, and terminating in the upland precipice—while at a distance a long, waving line of rocky heights threw their gigantic shades across the water.”

The genius of Irving has done much to endear to us the valley of the Hudson. “I thank God I was born on its banks,” he wrote, “and I fancy I can trace much of what is good and pleasant in my own heterogeneous compound to my early companionship with this glorious river. I admired its frank, bold, honest character; its noble sincerity and perfect truth. Here was no specious, smiling surface, covering the dangerous sandbar or perfidious rock; but a stream deep as it was broad, and bearing with honorable faith the bark that trusted to its waves.”

Tarrytown is built upon the site of a former Indian village called Alipconck, which was said to mean place of elms, but which more likely means place of the hollow or valley. The present name seems to come from the Dutch and means “wheat-town,” as *tarwe* is Dutch for wheat.

Here, where the Pocantico murmurs its way between wooded hills to join the Hudson, is the spot of which Irving wrote: “If ever I should wish for a retreat, whither I might steal from the world and its distractions, and dream away the remnant of a troubled life, I know of none more promising than this little valley. A small brook glides through it, with just murmur enough to lull one to repose; and the occasional whistle of a quail, or tapping of a woodpecker, is almost the only sound that ever breaks in upon the uniform tranquility. A drowsy, dreamy influence seems to hang over the land and to pervade the very atmosphere.” In this very spot lies all that is mortal of him who penned the above. His resting place is in the old burying-ground he made famous by his *Legend of Sleepy Hollow*. The old Dutch church, built in 1699, or probably a few years before, is still standing near the location of the bridge across which we have a picture of Ichabod fleeing from the headless horseman. The former residence of the genial author lies at the other end of the village and was well named by him “Sunnyside.” During the revolutionary period it was owned and occupied by Jacob Van Tassel and was called *Wolfert's Roost*. Van Tassel and his associates who were the acknowledged defenders of the neighborhood against the depredations of the Cowboy and Skinner marauders, used the place as headquarters and as a garrison, and also maintained from it a part of the water guard of the river. The classic walls of the old house still stand embowered among stately trees, hallowed by the voice of traditionary history and consecrated by the presence of true genius.

ON THE DAY LINE. "SUNNYSIDE" THE HOME OF WASHINGTON IRVING.



Nearby is a spot where a monument marks the place of capture of the unfortunate Andre, and just across the river is still standing an old stone tavern which was used as his prison-house until his execution upon a hill in its rear. Here also is the old dwelling used as a headquarters by Washington and his officers during the court-martial.

Leaving astern the Tappan Zee the steamer veers slightly to the west and passing close to Hook Mountain (*Verdrietig Hoek*), or Tedious Mountain, enters the narrow strait off Teller's Point where, on the night of September 21, 1780, the British sloop-of-war "Vulture" lay awaiting the return of Major Andre from his conference with the traitor Arnold. Early in the morning the sentry at the fort on Verplanck's Point discovered the vessel at anchor off Teller's Point. Colonel Livingston immediately sent a small detachment with a four-pounder to harass it from that point, and so well did they accomplish their commission that the sloop was obliged to fall down stream, badly damaged.

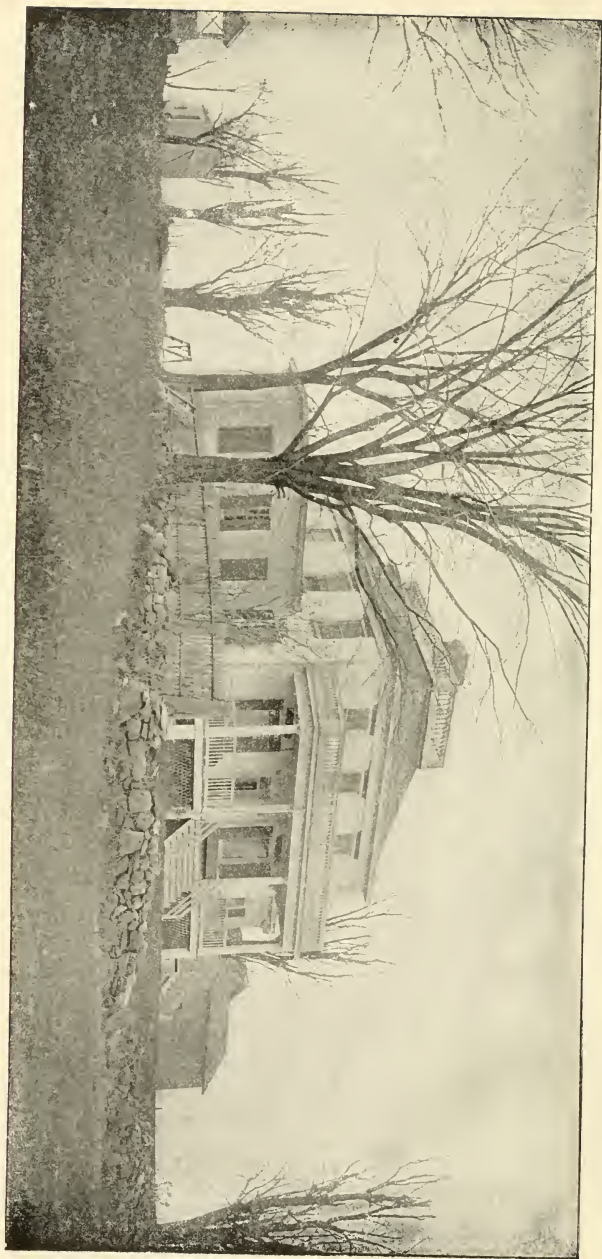
This incident led to the capture of Andre, though Livingston had no idea that he was accomplishing anything beyond harassing a vessel of the enemy. Andre was compelled to attempt a return to the British lines by land, and the result is well known.

To the west of Haverstraw Bay and a little north of the village of Haverstraw, standing upon a hill commanding a full view of the bay and the anchorage of the "Vulture," still stands the Joshua Hett Smith house. "Treason Hill" is well named, for here the conference between Arnold and Andre was brought to a close, the price of treason fixed and every detail settled for the betrayal of the cause of Liberty. In the upper front room these two passed the day haggling over the price of treason. All that long September day nearly the whole theatre of the tragedy of which they were the principal actors, lay spread out before them from the windows of the room they occupied. They could see Livingston's little band open fire upon the "Vulture" and compel her to flee. The hills to the north shut in the fortifications about West Point, for the treacherous betrayal of which they were negotiating. In front, over across the broad expanse of the bay down which Arnold was to hasten in flight within forty-eight hours, lay the road over which Andre was to travel to captivity and doom on the morrow. A little to the south the hills revealed the spot where capture awaited him but the beetling cliffs of Hook Mountain shut out the location of the closing scenes.

On September 14, 1609, the little vlie-boat bearing the dauntlessexplorer, Hendrick Hudson, and his crew, "the morning being faire, the wind South-east, sayled vp the Riuer twelue leagues and came to a Straight betweene two Points, and it trended North-east by North. one league."

The quotation is from the log-book of the "Half-

TRASON HOUSE, WEST HAVERSTRAW.



moon" and is the earliest historical reference to Verplanck's Point. The next reference we find is from the same source and is a graphic picture of the first tragedy marking the beginning of the extermination of the red man by his white brother in the valley that by tradition was his elysium. "The first of October, faire weather, the wind variable betweene the West and the North. In the Morning we weighed at seuen of the clocke with the ebbe, and got down below the Mountaynes, which was seuen leagues. Then it fell calme and the people of the Mountaynes came aboard vs, wondering at our ship and weapons. We bought some small skinnes of them for Trifles. This afternoone, one Canoe kept hanging vnder our sterne with one man in it, which we could not keepe from thence, who got vp by our Rudder to the Cabin window, and stole out my Pillow, and two Shirts, and two Bandleeres. Our Masters Mate shot at him, and strooke him on the brest, and killed him. Whereupon all the rest fled away, some in their Canoes, and so leapt out of them into the water. We manned our boat, and got our things againe. Then one of them that swamme got hold of our Boat, thinking to ouerthrow it. But our Cooke tooke a Sword, and cut off one of his hands, and he was drowned. By this time the ebbe was come, and we weighed and got downe two leagues, by the time it was darke. So we anchored in foure fathomes water, and rode well."

The above happened on the return of the "Half-moon" down the river, and this was the first Indian blood shed by white men in the valley of the Hudson.

At this time the territory on the east side of the river



ON THE DAY LINE. ANTHONY'S NOSE.

extending from Croton to Anthony's Nose was occupied by the Kitchawongs, a tribe of Algonquin or Lenapee Indians, and what is now Verplanck's Point was called by them "Menaghen," meaning literally "small island." though it really is not separated from the mainland.

In 1683 the natives sold this as part of a larger tract to Stephanus Van Cortlandt, and from him it descended to his son Johannes, whose only child, a daughter, married Philip Verplanck, from whom it takes its present name.

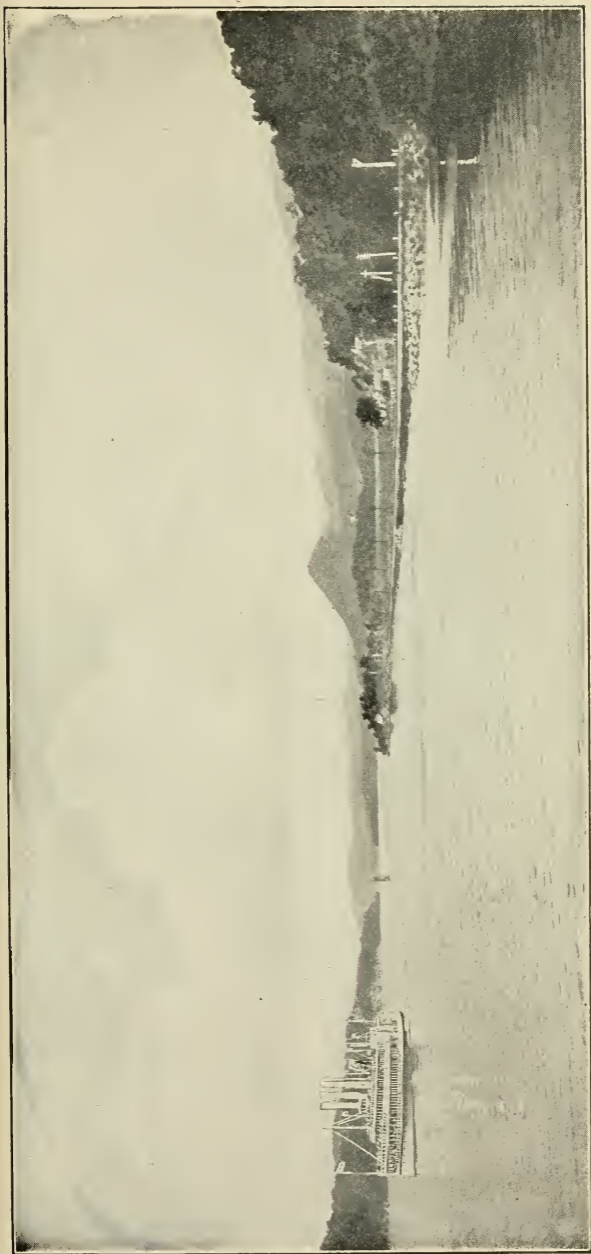
During the colonial period the point was traversed by the King's Highway, a very important route between the northern and middle colonies. Here, too, was the King's Ferry, operated by rowboats and a ferry-sloop.

When the Revolutionary War broke out this was a strategic position of great importance to both armies, for it commanded the southernmost defile of the Hudson, up which access must be had to nearly the whole of the colony of New York, and the territory tributary to it. As early as October, 1775, both the Continental Congress and the Provincial Congress of New York, discussed plans for, and appointed a commission to attend to, fortifying this spot.

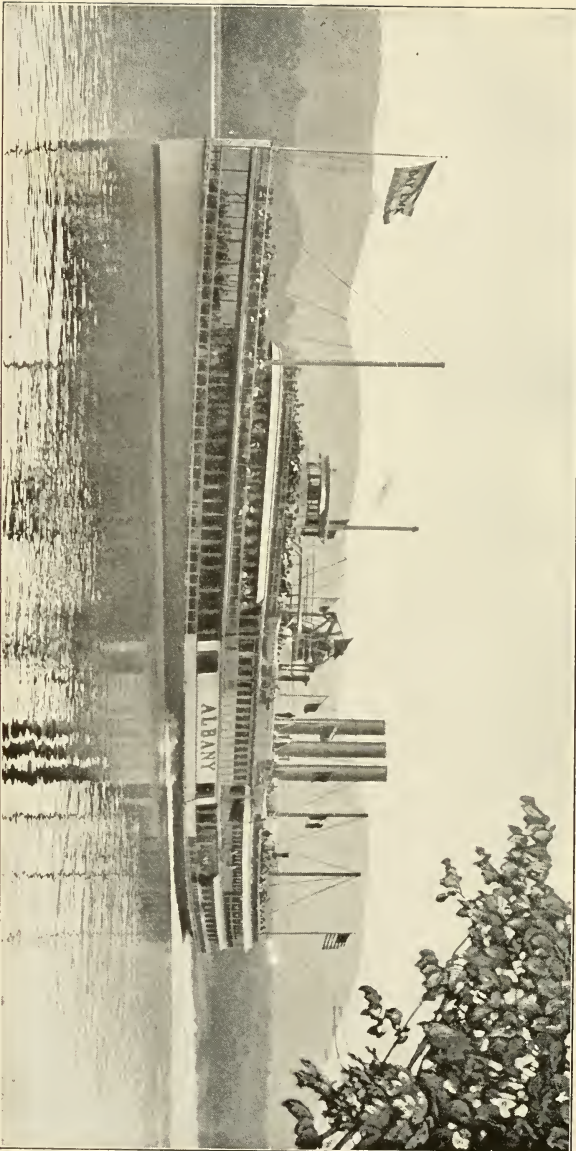
The first defenses on the point, erected early in the year 1777, were slight breastworks defended by two twelve-pounder cannon. On Sunday, October 5th of that year, the British landed here preparatory to their attack on forts Montgomery and Clinton. At the approach of so large a body of the enemy the little garrison assigned to defend that point discharged their pieces and fled to Peekskill, saving in their flight one of their cannon.

After the British had destroyed the highland fortifications and obstructions upon which the Americans had expended vast sums of money, and had sent a detachment further up the river which had burned Esopus, they returned to New York, abandoning all the advantage they had gained. At that very time Burgoyne was suffering defeat at Bemis Heights while awaiting their help from below.

The works on Verplanck's were subsequently strengthened by the Americans and Stony Point, across the river, was also fortified. Again a strong body of the British attacked these forts on June 1, 1779, but the works on Stony Point, being incomplete, were abandoned by the Americans and a blockhouse upon its summit burned to prevent its use by the enemy. At that time the works on Verplanck's, which were called Fort LaFayette, were small but complete. They were enclosed with palisades, had a double ditch, *chevaux-de-frise*, abatis and a blockhouse in the center which was bombproof. It was garrisoned by only seventy men who made a most gallant resistance, opposed by an enemy who invested them in great numbers on all sides by land, and bom-



ON THE DAY LINE. THE CRESCENT REACH.



ON THE DAY LINE. IN THE HIGHLANDS.

barded them from galleys in the river and from batteries on Stony Point. This latter position being at a greater elevation the fire was directed into their very fort. Unable to cope with these great odds, and retreat being cut off across the neck of land by a considerable body of men under General Vaughn, they were obliged to surrender, under a promise of good usage.

The subsequent recapture of Stony Point by "Mad" Anthony Wayne on the night of the 15th of the following month forms one of the brightest pages of our history; but the tardiness of Major-General Robert Howe, who was sent to co-operate with him in the capture of Verplanck's Point, prevented a surprise of that garrison, and defeated the plans of Washington, compelling Wayne to abandon his captured position after he had destroyed as much of it as he could. The British soon abandoned both these posts after adding greatly to their strength, when they again passed into the hands of the Americans.

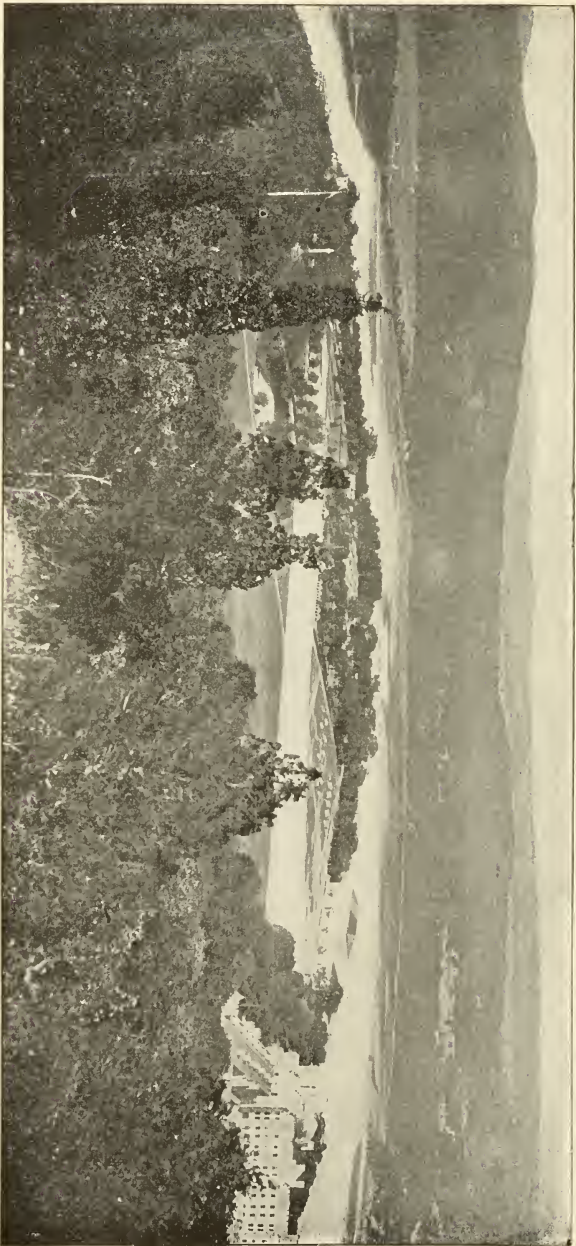
For more than fifty years historians have agreed in stating that nothing remained of the Revolutionary works upon Verplanck's Point except traces of the earthworks on the brow of the hill; and in fact the oldest residents of the vicinity and local students of history have expressed the same opinion.

But down on the end of the Point, close beside the road that still follows the old King's Highway, and very near to the landing-place of the King's Ferry, is still standing part of an old ruined wall. It is massive and thick and pierced with long perpendicular portholes that are narrow on the outside and wide inside.

Careful inquiry among the oldest residents of the vicinity fails to elicit any information except that the old wall has been there longer than recollection can trace it. Its position and construction lead to the belief that it was erected as a shore-battery to command the water-front and the highway and ferry to prevent a landing of troops, while the stronger works upon the higher ground in the rear served as a protection to it.

In 1836 this point was plotted to sell in building-lots, and elaborate plans were projected for a thriving town. On maps of that plot the position of these ruins is marked "The Battery," showing that the projectors knew of a battery being located there.

And now, as the steamer enters the highland region, what need is there of relating incidents of history or of indicating places of interest when the whole region is picturesque and grand beyond description, and of itself so imposing as to hold the attention of even those who are the most wanting in admiration for the grand and beautiful in nature? But when added to this natural attractiveness of scenery we have a locality crowded with historic association of that period of our



WEST POINT FROM FORT PUTMAN.



ON THE DAY LINE. LOOKING NORTH FROM WEST POINT.

country when patriotism burned as a flame that consumed, and loyalty to the cause of freedom called forth deeds of heroism and personal sacrifice such as the world has rarely known, where every spot recalls the memory of such patriots as Washington, Putnam, LaFayette, Schuyler, Greene, Kosciuszko, Steuben, and the many others who with them made our country a land of freedom; expression is dumb and description feeble.

This region has always inspired mankind with emotions of awe, for many are the tales of supernatural deeds that are said to have been done within its limits; and to the early Dutch navigators it was a region of dread which was under the domain of mischievous beings who took a peculiar delight in venting their spleen and indulging their humors upon and bothering them with flaws and head-winds, counter-currents and all kinds of impediments. Some believed these mischievous powers to be evil spirits conjured up by the Indian wizards to revenge themselves on the strangers who had dispossessed them.

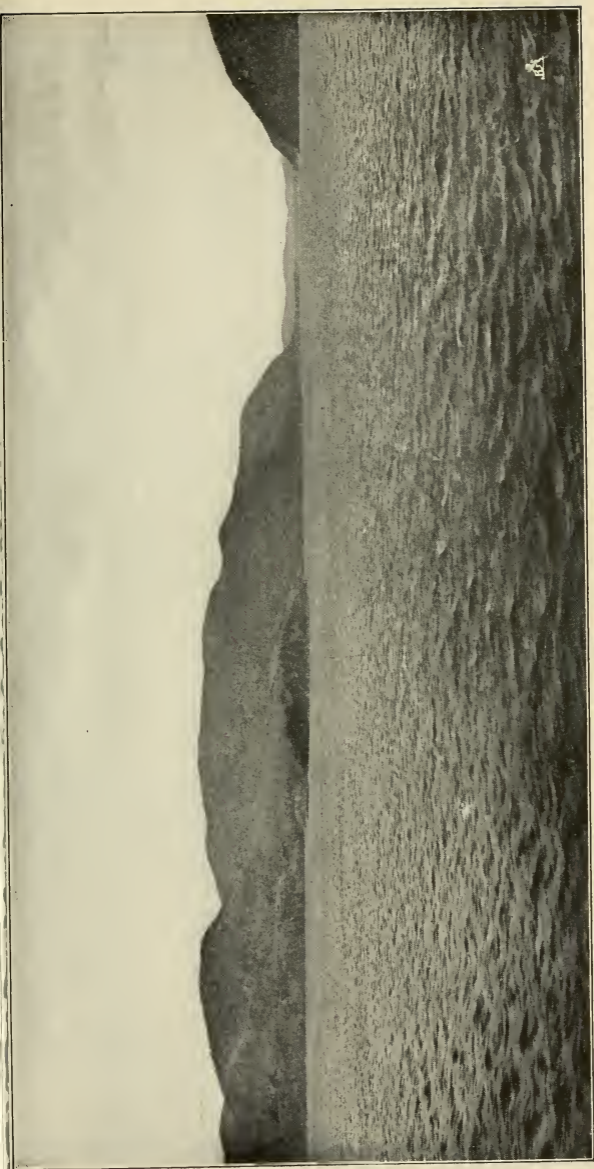
The Indians believed these mountains were raised by the mighty spirit Manetho, to protect his favorite abodes from the unhallowed eyes of mortals, and that before the Hudson poured its waters through them they formed a vast prison within whose rocky bosom he confined the rebellious spirits who repined at his control; that here, jammed in rifted pines or crushed by ponderous rocks, they groaned for ages, until at length the conquering Hudson burst open their prison-house, rolling a mighty tide triumphantly through the stupendous ruins.

What is usually called the "Southern Gateway to the Highlands" is formed by Dunderberg (Thunder Mountain) on the west and Manito Mountain on the east, which rise in rocky heights over a thousand feet above the river.

The Creator made no mistakes in His architecture when He formed this region; the stupendous grandeur is nowhere slighted, and the profound magnitude of His works, although inspiring awe, are sublimely beautiful. These great mountains and hills are set with a rugged grace that cannot but influence the beholder to feel that Nature outdoes Art and that the latter makes but an imperfect attempt at reproducing her perfections.

Although man cannot suggest the change of a single setting of the Creator's handiwork in this region that would add to the effect, yet its natural position has been such that many events have transpired within its limits which embellish its scenes with their memory; and thus though unable to add to its scenic effect, he has added a halo of glory to it that will shine brightly until the world forgets to love freedom and to revere the spots where patriots bought it with heroism and with blood.

The ruins of Revolutionary fortifications are scattered in great profusion through the Highlands, but



ON THE DAY LINE. THE HIGHLANDS OF THE HUDSON.

ORO'NEST. SCENE OF DRAKE'S "CULPRIT FAY."



as their construction was for the most part of earth, their remains are only to be distinguished by a close examination of the places where they stood, but much still remains to reward the visitor for his time if he cares to search them out.

Fort Independence stood at the base of Manito Mountain, commanding the narrow entrance to the Highlands. A little further on, where Peploap's Kill brings down to the Hudson the waters from Bear Mountain, stood Fort Clinton and Fort Montgomery, on either side of the ravine formed by its mouth. From here across to Anthony's Nose were stretched a heavy wooden boom linked together with iron links and buoyed by wooden rafts, and a heavy iron chain also secured in the same manner. Besides these the channel was obstructed by a *chevaux-de-frise*. On October 6, 1777, these forts were taken by the British, and here on that night the Americans burned two frigates, two galleys and an armed sloop to prevent their capture by the enemy. Says Stedman, "The flames suddenly broke forth, and, as every sail was set, the vessels soon became magnificent pyramids of fire. The reflection on the steep face of the opposite mountain, and the long train of ruddy light which shone upon the water for a prodigious distance, had a wonderful effect; while the ear was awfully filled with the continued echoes from the rocky shores as the flames gradually reached the loaded cannons. The whole was sublimely terminated by the explosions, which left all again in darkness." On the following morning the enemy destroyed the obstructions in the river which had cost the Americans a quarter of a million dollars. Fort Constitution upon the island opposite West Point was abandoned, and Vaughan and Wallace sailed up the river on a marauding expedition during which they burned Esopus. Here, also, near Fort Montgomery, "Captain Molly" Pitcher, the heroine of the battle of Monmouth, lived and died.

Time, decay, and the march of improvement are ruthlessly destroying relic after relic in this region, and one of the last to pass from our observation is the Beverly Robinson House, which was situated at the foot of Sugar Loaf Mountain, about three-fourths of a mile from Beverly Dock, near Garrisons.

The wife of Colonel Robinson was a daughter of Frederick Phillipse and, as the Colonel and General Washington were close personal friends before the war, it was at this house where Washington met and fell in love with Mary Phillipse. This was also Arnold's headquarters after he secured the command of West Point with the purpose of betraying it to the British, and it was here that he matured his nefarious plans and abandoned his wife on receiving news of the capture of Andre. The house was also used as a hospital for the American army, as it was large and roomy, and its farm and gardens very extensive and productive.

And now, the bold promontory to the west, rising more than a hundred and fifty feet above the waters of the river, crowned with noble buildings, brings to mind other reminiscences.

West Point! Cradle of War; nursery of heroes; school of an army that has never known defeat; what names does it recall of illustrious men now slumbering in the dreamless sleep of the dead! Let memory also recall the nameless heroes, who for their love of country and the righteous cause of freedom, withstood privations and labored undaunted by suffering, to here erect a barrier against the foes of liberty:—

“Nor you, ye proud, impute to these the fault,
If Mem'ry o'er their tomb no trophies raise,”

for they were but the individuals comprising the rank and file of the army, and it was their courage and their brawn and muscle, though guided by illustrious leaders, that raised the banner of Freedom over our land. While they were constructing these works, in January, 1778, General Putnam, then in charge, wrote to Washington:—“Dubois's regiment is unfit to be ordered on duty, there being not one blanket in the regiment. Very few have either a shoe or a shirt, and most of them have neither stockings, breeches, or overalls. Several companies of inlisted artificers are in the same situation, and unable to work in the field.”

The first fort built here was commenced in August, 1775, by direction of the Provincial Assembly at New York. It was called Fort Constitution and was erected on the rocky island across from West Point now called Constitution Island. In April, 1778, Fort Clinton was completed on West Point and soon after Fort Putnam, upon Mt. Independence, was built to command the lower forts, and very soon thereafter forts Webb and Wyllys were thrown up as outer works to protect Fort Putnam.

A chain and obstructions were also placed across the river at this point, just as those lower down at Fort Montgomery were placed, to obstruct navigation.

All of the fortifications are in ruins now, except Fort Clinton; and the gray ruins of old Putnam standing out in strong relief against the green background of mountain are a silent reproach for the neglect that has allowed it to decay.

All these, and more, speak with siren tongue to lure the traveler and historian; but it is not by these associations alone that the stranger is moved with strong emotions when approaching West Point; for, indeed, one all unmindful of the past or utterly indifferent to our history cannot but feel a glow of admiration as he courses along the sinuous channel of this portion of the river, or climbs the rough hills that embosom it. To the uninitiated Constitution Island seems to block the river completely and leave no passage beyond, but as the boat nears the apparent obstruction and seems

about to run upon it, a circuitous passage is seen to open to the west around the island, and the vista opened to the eye is rarely beautiful. Stretching away to the north the blue water seems to lose itself among the hills that lie beyond; indistinct in the distance, through the opening in the mountains is seen the city of Newburgh, while on one hand Taurus and Breakneck stand guard, and on the other Storm King and Cro'nest.

This locality has had a wonderful attraction for literary men; Poe neglected his duties as a cadet at West Point to wander among these mountains and drink in inspiration for the literary productions that afterward made him famous; Geo. P. Morris had his summer home under the shadow of Taurus, and nowhere in this broad land was there a more appropriate spot for the home of an American song-writer.

“Where Hudson's waves o'er silvery sands
Wind through the hills afar,
And Cro' Nest like a monarch stands
Crown'd with a single star.” [MORRIS.]

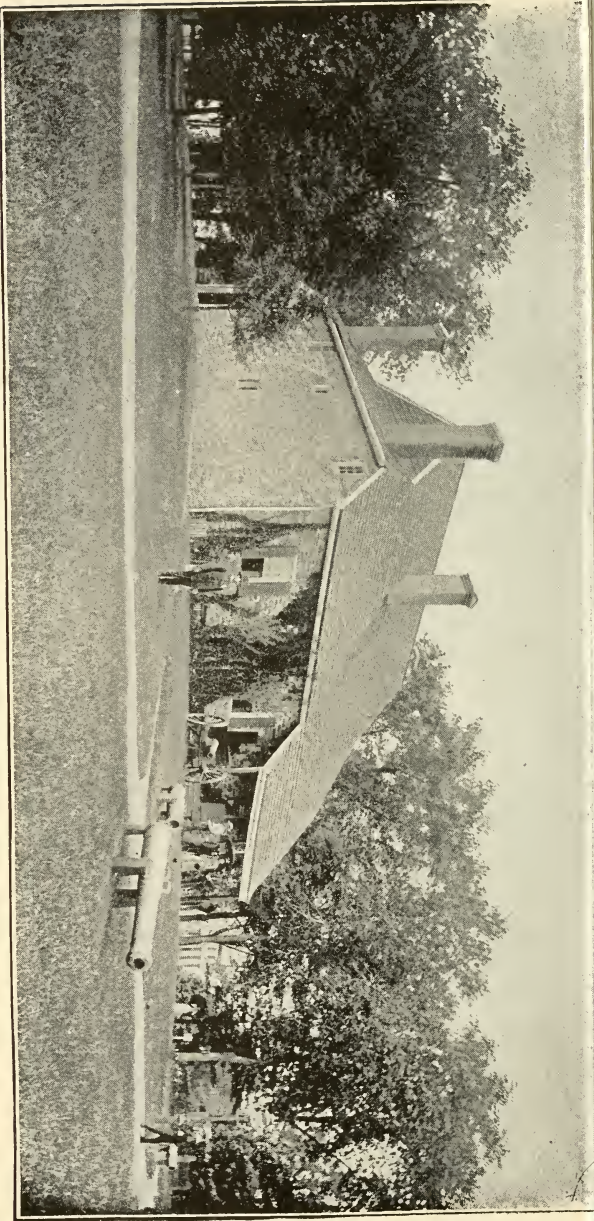
Here was the inspiration for Joseph Rodman Drake when, on a temporary visit to Cold Spring, he wrote under its spell “*The Culprit Fay*,” and before summoning “Ouphe and goblin, imp and sprite,” he thus describes the scene:—

“The moon looks down on old Cro' Nest ;
She mellows the shades on his shaggy breast,
And seems his huge gray form to throw
In a silver cone on the wave below.
His sides are broken by spots of shade,
By the walnut bough and the cedar made;
And through their clustering branches dark
Glimmers and dies the firefly's spark,—
Like starry twinkles that momentarily break
Through the rifts of the gathering tempest's rack.”

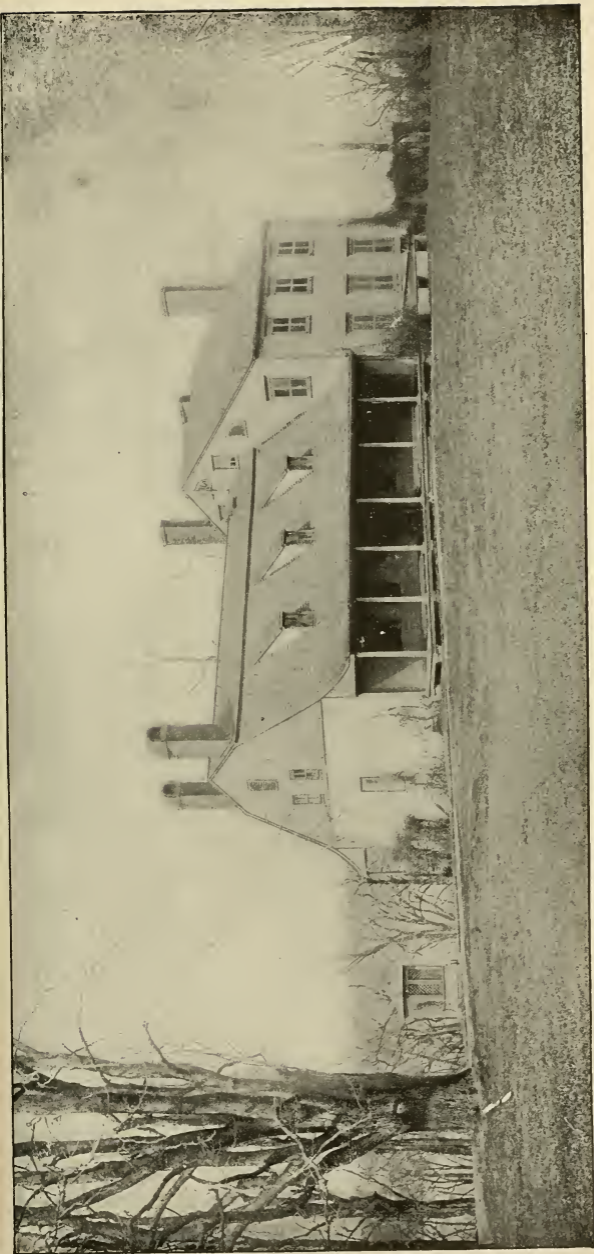
Where may we find more classic surroundings than these, where N. P. Willis, James K. Paulding, Gulian C. Verplanck, E. P. Roe, Miss Warner, Henry Ward Beecher, Harriet Beecher Stowe, and many others have toiled among their books?

As the shores of Newburgh Bay begin to spread on either hand, and we look back over the steamer's wake at the rocky piles we are leaving, we perceive that, like their gateway at the south, the Highlands also have a gateway at the north, whose posts are Breakneck on the east, and Storm King on the west; each in altitude more than 1,500 feet.

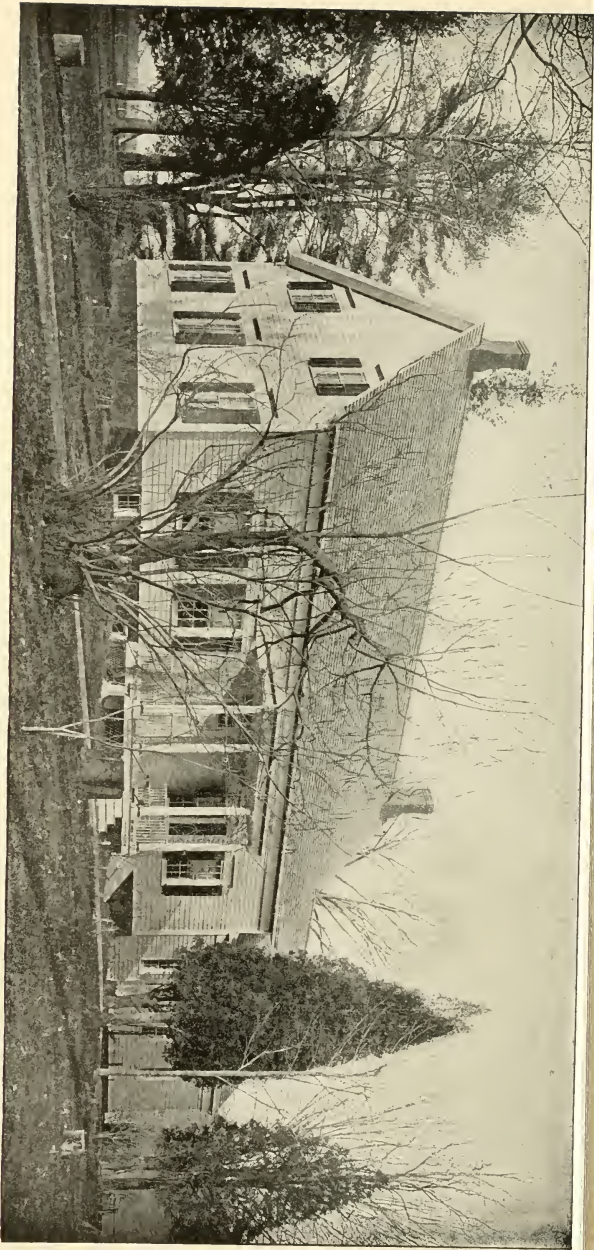
Here again new scenes remind us of their accompaniment of incident, for it is ever thus with the Hudson; though we may contemplate its deepest grandeur or brightest aspect, we always find it surrounded with interest or hallowed by memories of events that cluster around it. Plum Point, New Windsor, the Beacon Hills, Fishkill and Newburgh,—how they crowd the memory with tales of the past until we fancy we can again see the beacon fires flash up from peak to peak



ON THE DAY LINE. WASHINGTON'S HEADQUARTERS, NEWBURGH, N. Y.



VERPLANK HOUSE, NORTH OF FISHKILL



WHARTON HOUSE AT FISHKILL.

and a ruddy glow mantle the most distant hilltop, while the boom of the alarm gun as it echoes from mountain to mountain and shore to shore seems to die away in a distant murmur up the valley.

Here at Newburgh was Washington's headquarters, while the Continental army was quartered in the valley, and it is now maintained by the State as a Museum of Revolutionary Relics, and as nearly as possible as it appeared in the era of the Revolution.

The Verplanck mansion, which stands embowered in a grove of locust trees on the bluff just north of Fishkill, was owned by Samuel Verplanck, Esq., during the Revolution, and was for a time the headquarters of Baron Steuben when the American army was encamped in the vicinity of Newburgh. Here was also organized the Society of the Cincinnati, an organization named in veneration of the illustrious Roman, Lucius Quintus Cincinnatus, whose members were the generals and other officers of the American army; they being resolved to follow his example by returning to civil life when the war was closed.

The surrounding mountains were the haunts of Enoch Crosby, an American spy of the Revolution, whose exploits have been so interestingly told by Cooper in his tale, *The Spy*, and the old Wharton house, around which the thread of the tale was woven, is still standing at Old Fishkill.



LIVINGSTON MANOR-HOUSE AT POUGHKEEPSIE.

On the southern outskirts of Poughkeepsie, on the river bank, surrounded by a grove of locust trees, stands the manor house of Henry Livingston, which was built in 1714.

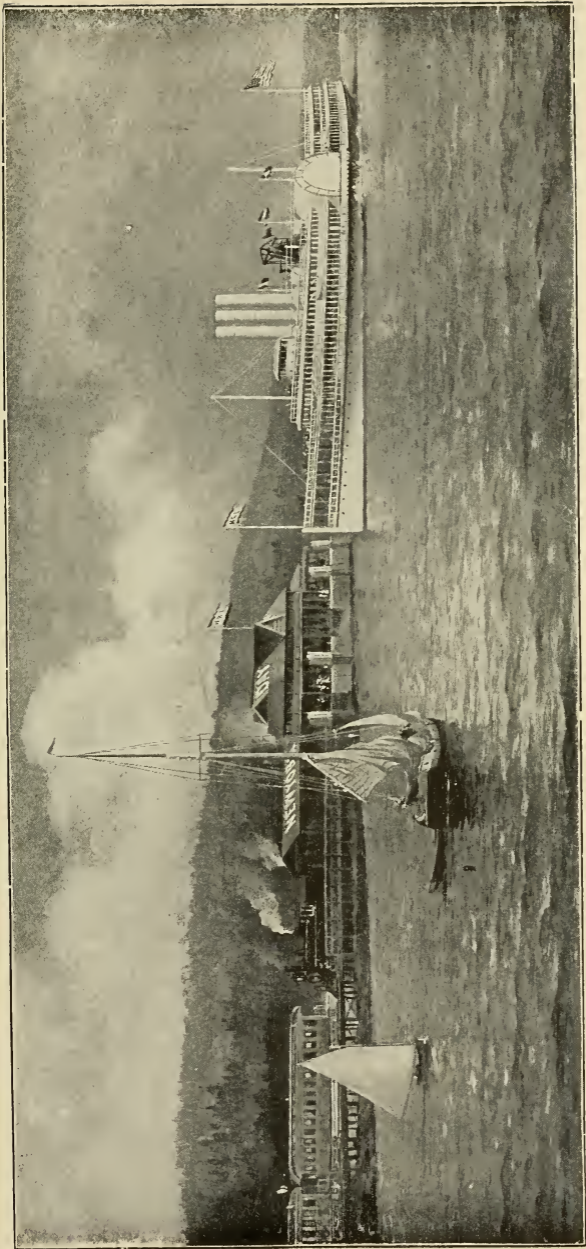
When the British squadron ascended the river after the capture of Forts Clinton and Montgomery, this house presented too fair a target to escape damage, as the scars which still remain upon it from the cannon of Vaughan and Wallace will show. This place has recently been much changed, owing to the demand of its owners that it be made useful, and around it now stand smoking furnaces and heaps of scrap-iron, while the only portion of the house that remains is used as the business office of its owners; however, that portion remains still in its original condition, and the scars left by the cannon balls still show.

And now the river begins to put on a new aspect and the more rugged mountain scenery to give way to hills that are covered by fruitful orchards and vineyards that yearly pour their bounty into the lap of man, while away in the distance the blue peaks of the Catskills beckon us to their region of enchantment. Where further down, the river tourist feels that thrill of emotion that always animates the breast of man when in the presence of the Creator's grandest works, here, where the noble stream pursues more quiet ways, he begins to feel the influence of restful drowsiness that seems always to have thrown its spell over the region of the Catskills.

In the early days of the settlements along the river, while the savage still roamed the hills in search of game to supply fur to the traders, the colonists seem to have gathered in only three localities—around Fort Orange, New Amsterdam and Esopus.

At the latter place in 1614 a little *ronduit*, or fort, was built as a trading post at the mouth of the creek, or *kill*, and in time this creek became known as the *Ronduit Kill*, finally becoming corrupted to Rondout. A little settlement grew up around the fort, and later another sprang up on the higher lands which was called *Wiltwyck*. The Esopus Indians occupied the adjoining country, and becoming jealous of the encroachments of the whites, they fell upon the settlement in 1663 while the men were at work in the fields, and killed or carried into captivity sixty-five persons. Toward the end of the century the settlement received a valuable accession by the arrival of a company of Huguenots who had fled from persecution in France to America. From this settlement has grown the city of Kingston.

After the adoption of the Declaration of Independence in 1776 the "Convention of Representatives of the State of New York" met to formulate and adopt a State Constitution. Owing to the unsettled condition of the country and the exigencies of war this assembly, after meeting successively in New York, Harlaem, White Plains, Poughkeepsie and Fishkill, finally settled



ON THE DAY LINE, KINGSTON POINT LANDING.

at Kingston, and there finished their labors and adopted the first Constitution of the State of New York on the 20th of April, 1777.

This place suffered much from the Indians and Tories during the Revolution, and when it became so presumptuous as to harbor rebel legislators, it was marked for severe chastisement by the enemy. Accordingly when Sir James Wallace and General Vaughan sailed up the river with a fleet and 3,600 men, in the autumn of the same year, they burned and pillaged the city until hardly a house was left standing; but a protecting hand seems to have been over the old Senate House, for it remained unharmed among the ruins, and still stands, the pride of the city.

In the year 1839 President Van Buren sent that noted explorer, John L. Stephens, on a diplomatic errand to Central America. His diplomatic appointment was for a specific purpose, not requiring his residence at the capital, and the object of his mission being fulfilled or failing, he was at liberty to travel. As a result of that expedition he gave to the world two volumes of absorbing interest to the student, describing in much detail many of the remains of cities, temples and idols which he visited, which proved beyond a doubt that a portion of our continent was inhabited by a highly civilized race long before it was discovered by Europeans. Upon his return he brought with him some specimens of the stone carvings of the region. Upon Cruger's island, a little south of Tivoli, he reconstructed one of their arched temples and placed therein the stone carvings. This ruins stands hidden among the trees at the south end of the island, plainly visible from the steamers that ply the river.

Here, too, in the little bay back of the island, Chancellor Livingston conducted the early experiments that culminated ten years later in the building of the "Clermont," the first practical steamboat. This vessel was built at Brown's shipyard, in New York. She was 100 feet long and was propelled by a steam engine constructed by Watt and Bolton, in England, and made the trip from New York to Albany in *thirty-six hours*, the fare being *seven dollars, exclusive of meals*.

The present year, 1909, marks the celebration of that event, and what a contrast there is in the steamboats of to-day!

Historians have given Livingston little credit for the part he took in that achievement, but his years of study and experiment and the liberal use of his generous fortune made it possible for Fulton to perfect the steamboat. To give Robert Fulton full credit for the "Clermont" we need not take from the name of Livingston the praise that is due, nor need we forget what Fitch and Rumsey accomplished.

The long line of blue mountains which here skirt the river to the west have always exerted a mysterious charm beyond their attractiveness to the eye, for they are the very domain of the fanciful and supernatural.

From the long, long ago, out of the dim past from whence come only the echoes of the far-away voices of a vanished people, the legend of Minne-wa-wa, the old squaw of the mountains, is borne to us in broken but harmonious fragments, which, when collected and properly joined, form a tale of indescribable beauty and pathos.

The Mohicans were the direct descendants of the Great Spirit; the nation of noble blood, in the veins of whose chiefs coursed the uncontaminated blood of the great father of the red men.

Ag^{es} before the white men came among them their ancestors had lived in a far-off country to the west, beyond the mighty rivers and mountains, at a place where the waters constantly moved to and fro. In the belief that there existed away toward the rising sun a red man's paradise—a land of deer and salmon and beaver—they had traveled on toward the east and south to find it; but they were scourged and divided by famine so that it was not until after long and weary journeyings, during which many, many moons had passed, that they came at length to the broad and beautiful valley of the Hudson, whose bosom forever ebbed and flowed like the waters from whose shores they had come; and here amidst a profusion of game and fish, they rested and found that Indian Elysium of which they had dreamed before they left their own homes in the land of the setting sun.

Am^{ong} them came Minne-wa-wa, the pleasant voice; the mother of their chief who was called the Evening Star and who had for his wife Wa-bun An-nung, the morning star; their son was named Osseo, or son of the evening star.

Soon after they settled in these pleasant hunting grounds, Osseo and his father, while chasing the red-deer among the blue mountains that lie to the west of the sparkling river, were overtaken by Mishe-mokwa, the great naked bear, and destroyed.

Wa-bun An-nung in her great sorrow wandered away from the village to the east, and was taken by the Puk-wud-jin-inies, the little vanishing men of the woods who are seen as night approaches, and suspended in the eastern sky, where she became the morning star.

Minne-wa-wa, bereft of all kindred, betook herself to the western mountains to grieve in solitude near the spot from whence her loved ones had vanished. As time, that great healer of human woes, somewhat assuaged her grief, her heart beat only for the subjects of her lost son, and her greatest desire was for the welfare of her people; and fearing lest some others of the tribe might be overtaken in the darkness by Mishe-mokwa, she gave to the little swamp-flies, Wah-wah-tay-see, the wee lamps which at night they flash here and there among the bushes, that they might reveal the monster should he be lurking near to devour. But

perceiving that the Wah-wah-tay-see would be of service only in the damp hollows which they frequented, and under the shadows of the dense trees and thick bushes, she climbed the mountain, and from the highest peak hung in the western sky the crescent bow of the lost Evening Star, to which she gave light and which became the moon. The Great Spirit, seeing that this was good for her people and that she of all others held their welfare in highest esteem, changed her into an immortal spirit and gave her the vast mountain for a lodge, in which was the great treasury of storm and sunshine for the region of the Hudson, and gave her also the dispensing of it for all time. Here she kept Day and Night shut up, letting out only one of them at a time. Monthly she came from her dwelling and hung the crescent new moon in the western sky, over the mountains, and so placed it as to signal to her people before she was about to send out the cooling showers to water the maize-fields and freshen the springs and parched herbage; for, if she so hung it that the lower horn of the crescent was elevated sufficiently to hang upon it the bow and quiver of the hunter, then was the hunting at an end for a season and her people were to keep to their lodges and wigwams.

After hanging forth the signal that all might see it she would stand on the mountain top and shake from the folds of her mantle the drifting rain-clouds, and blow them over the valley with her breath. Sometimes she would weave them out of cobwebs, gossamers and morning dew, and send them off, flake after flake, to float in the air and give light summer showers. When the people had done that which displeased her she would brew up black thunder storms, and send down drenching rains to swell the streams and sweep every thing away, and with them the thunder of her voice and the lightning flashes from her eyes.

Thus did Minne-wa-wa become the guardian of the Mohican people, ever ministering to their good, sending the rain to moisten the maize-fields, and water the hills that the herbage might grow and keep the game in abundance for them. Monthly she hung up the new moon, and as often cut up the old and scattered the little pieces throughout the heavens, and made of them the little stars whose lamps she lighted nightly.

Somewhere among these blue peaks—the little Dutch children were taught to believe—was the enchanted dwelling of the good St. Nicholas. How many childish hearts have been gladdened by that poem of Clement C. Moore, as, gathered about the hearth-stone on

—“the night before Christmas, when all through
the house

Not a creature was stirring, not even a mouse,”

they have listened with wondering eyes and expectant faces to his pretty tale about good St. Nicholas, with his reindeer and his sleigh full of toys!

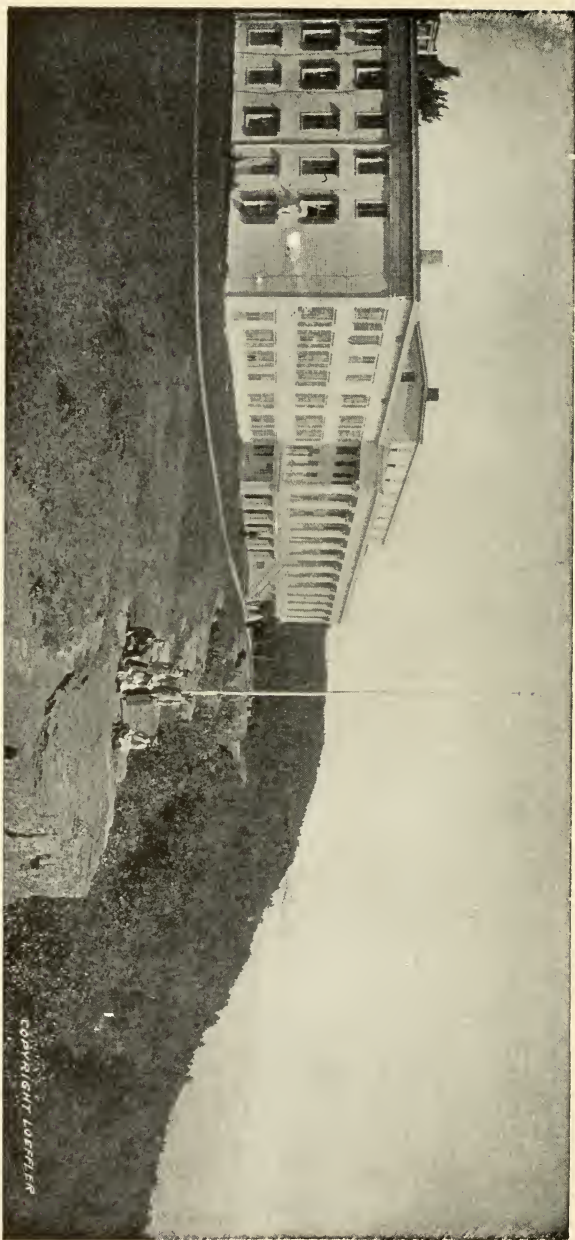


DISTANT CATSKILLS FROM HUDSON.

This poem, dear to the hearts of all children, and to all who have been children, was written in the old Webb mansion at Claverack, just back of Hudson, and in full view of these glorious mountains.

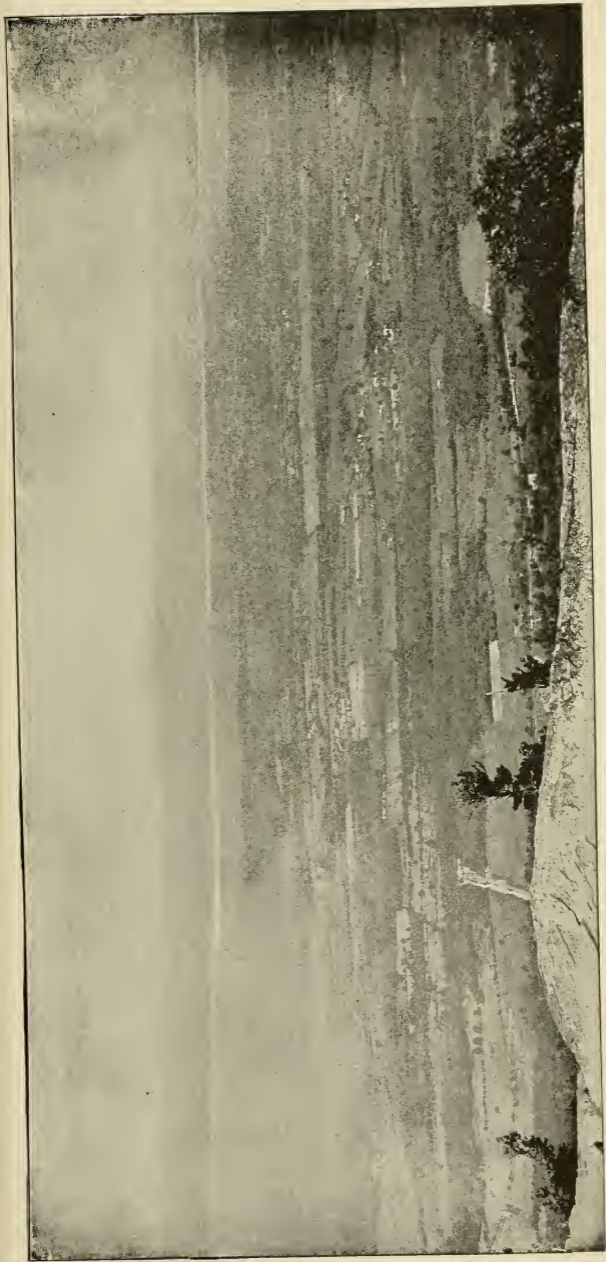
It was in this neighborhood that Hudson found the "very loving people, and very old men," and it was over these scenes that Bayard Taylor looked from the mountains when he wrote: "It was a quarter of an hour before sunset, perhaps the best moment of the day for the Catskill panorama. The shadows of the mountain-tops reached nearly to the Hudson, while the sun, shining directly down the clove, interposed a thin wedge of golden luster between. The farm houses on a thousand hills beyond the river sparkled in the glow, and the Berkshire Mountains swam in a luminous, rosy mist. The shadows strode eastward at the rate of a league a minute as we gazed; the forests darkened, the wheat-fields became brown, and the houses glimmered like extinguished stars. The cold north wind blew, roaring in the pines, the last lurid purple faded away from the distant hills, and in half an hour the world below was as dark and strange and spectral as if it were an unknown planet we were passing on our journey through space."

These scenes have evoked the pen-painting of a multitude of both native and foreign authors of wide reputation, but with all their skill their pictures are but faint outlines of the grand and almost sublime landscapes that have stretched before them. It is beyond the power of words to aptly describe them, and much of the delicate coloring that appeals to the onlooker is due to an intangible, delicate thrill that creeps over the senses in their presence.



THE CATSKILL MOUNTAIN HOUSE — AT OTIS SUMMIT STATION.

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VIEW FROM CATSKILL MOUNTAIN HOUSE, DESCRIBED BY BAYARD TAYLOR.

Cooper puts into the mouth of Leather-Stock akin long and beautiful eulogy of these same scenes, and from the same point of observation as Taylor.

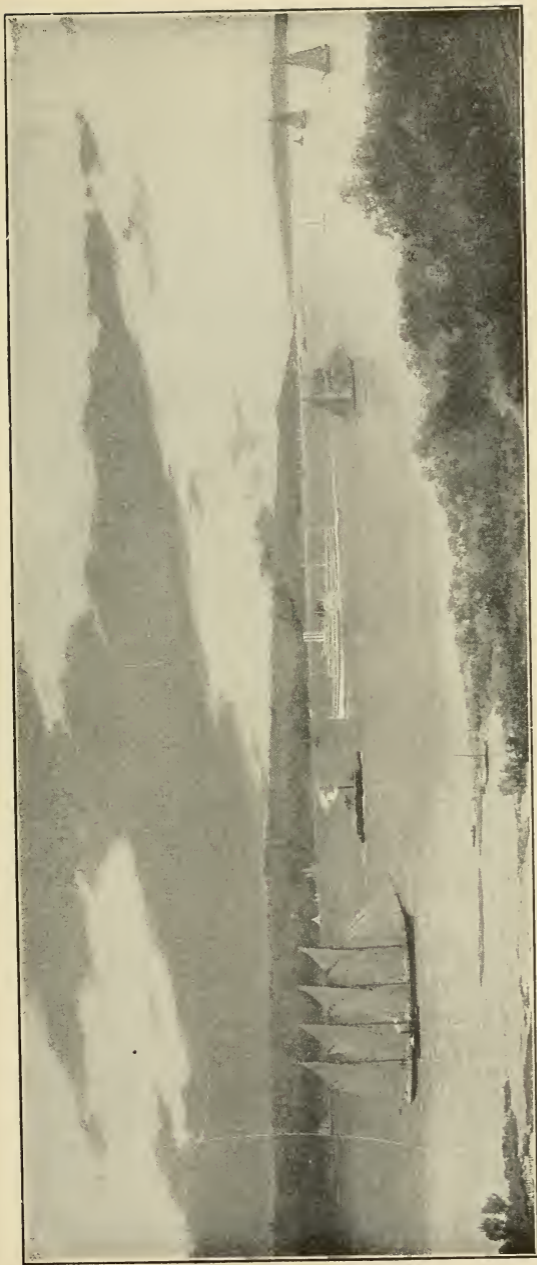
Charles Dickens, that student and delineator of men, whose eyes, if we might judge from his writings, were little attracted by the beautiful in nature, when on his journey to the Lebanon Shakers, in his hunt after the curious among mankind, seems to have been held by the beauty he saw, long enough to observe, "and for many miles the Kaatskill Mountains towered in the blue distance, like stately clouds."

Washington Irving's legend of Rip Van Winkle has become a classic and these same blue Catskills were its inspiration.



STOCKPORT BAY FROM HUDSON.

Where the creek at Stockport mingles its waters with the Hudson was once a Mohican village. We have Hendrick Hudson's own description of his visit here. After stating that it was in latitude $42^{\circ} 18'$ he says: "I sailed to the shore in one of their canoes with an old man, who was the chief of a tribe consisting of forty men and seventeen women; these I saw there in a house well constructed of oak-bark, and circular in shape, so that it had the appearance of being built with an arched roof. It contained a great quantity of maize or Indian corn and beans of the last year's growth, and there lay near the house for the purpose of drying enough to load three ships, besides what was growing in the fields. On our coming into the house, two mats were spread out to sit upon, and immediately some food was served in well-made red wooden bowls; two men were also despatched at once with bows and arrows in quest of game, who soon after brought in a pair of pigeons which they had shot. They



ON THE DAY LINE. A SCENE ON THE HUDSON.

likewise killed a fat dog, and skinned it in great haste with shells which they had got out of the water. They supposed that I would remain with them for the night, but I returned after a short time on board the ship. The land is the finest for cultivation that I ever in my life set foot upon, and it also abounds in trees of every description. The natives are a very good people, for when they saw that I would not remain, they supposed that I was afraid of their bows, and taking the arrows, they broke them in pieces and threw them in the fire." The "Half-moon" never went but six miles beyond this point, although it is commonly stated that Albany was the highest place reached. Here it was that Hudson and his crew plied the savages with liquor, an event that is usually located on Manhattan island, some historians even stating that the name Manhattan means "island of drunkenness."

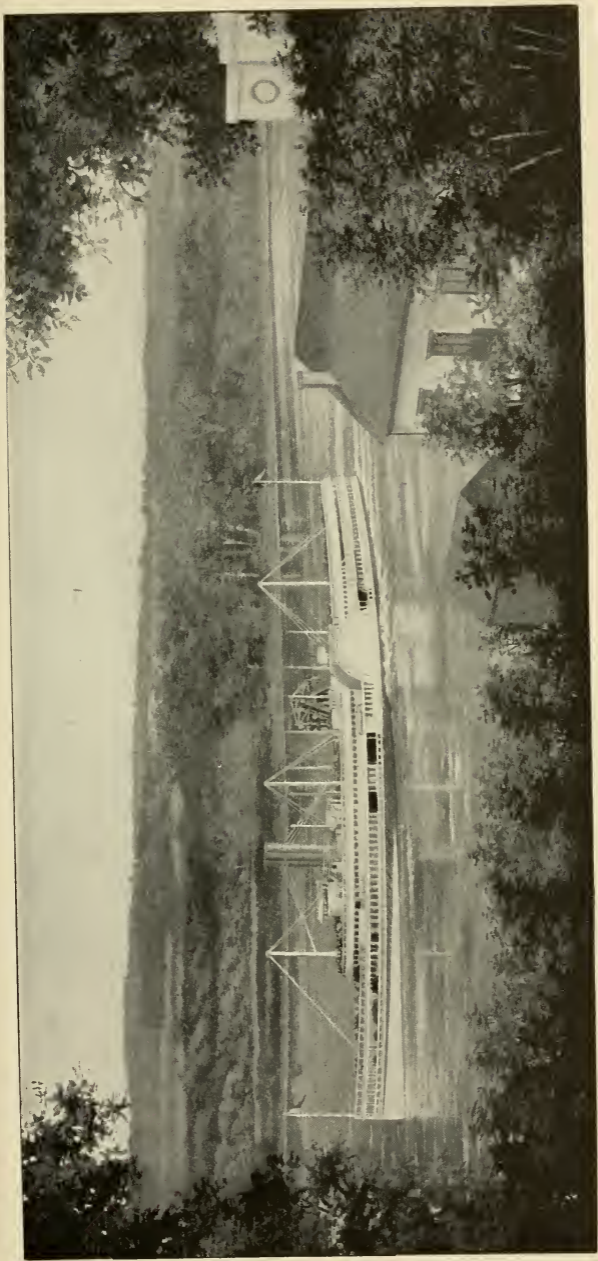
The jutting rocks of Baeren Island still remind us of the fortification of Rensselaerstein and its doughty commander, Nicholas Koren, who in early times compelled each passing vessel to lower its colors and pay a tax for the benefit of the patroon Van Rensselaer. Those who are blessed with a vein of humor in their make-up would do well to read Irving's description of how Anthony the Trumpeter was sent by William the Testy with a proclamation to the garrison, and how upon his return to Manhattoe with the reply of Koren, he set all the inhabitants of that worthy borough wagging their fingers in front of their noses and speculating as to what this new sign in diplomatic converse could signify.

The rumor has long been rife that Captain Kidd buried his treasure upon this island and that the person who could find the magic tooth that he lost would have the means whereby to unearth the vast stores of gold.

Here is the Vale of Tawasentha, once the home of the sweet singer Nawadaha, whose weird traditions were the theme of Longfellow's "Song of Hiawatha."

Where this valley discharges its waters into the Hudson, on a hill called Tawassgunchee, commanding a view of the beautiful river-valley for miles in each direction, in 1618, was concluded the treaty between the Dutch and the Five Nations, which was never broken to the time the English took the reins of government in 1664. What an impressive scene it must have been; what a theme for the artist! At one end the belt of peace was held fast by the proud Iroquois, the other end being held by the hardy Hollanders, while the middle rested upon the shoulders of the subjugated Mohicans, Mincees, and Lenni Lenapes.

Nearly three centuries have rolled by since these stately warriors and quaint old Dutch settlers consummated this compact for peace, which contributed so largely to the early prosperity of this region; and so impressed by the solemnity of the occasion were the actors of the ceremony that tradition says the



ON THE DAY LINE. THE HUDSON AT NEW BALTIMORE.

spirits of these dead statesmen still haunt the spot, and over and over again enact the impressive scene.

Over across from here on the Schodack heights was the ever-burning council-fire of the Mohican nation.



KILLIAN VAN RENSSELAER HOUSE, 1692.

Killian Van Rensselaer was the first of the Dutch patroons; his lands extending for twenty-five miles on each side of the river, and forty-two east and west. His manor-house, built in 1642—the oldest building in America—is still standing in the ancient village of Greenbush, on the east bank of the river, across from Albany. The brick of which it was built was brought from Holland, and its hospitable walls and sheltering roof have held nearly every personage of importance who figured in the early history of our country.

In later years the lands of this manor were the scenes of some of the fierce anti-rent riots, and here,

“Some village Hampden, that with dauntless breast,
The little tyrant of his fields withstood;”

might frequently be seen bidding defiance to the insolent agents of the “lords of the manor.”

This historic mansion, with its five windows above overlooking the blue waters of the river, its massive door set between the four vine-clad windows of the lower floor, and protected by a neat portico guarded by sinister-looking portholes on either side of its entrance, its front surmounted by a flagstaff that in earlier years bore the orange, white and blue of the Dutch Republic, and later the British colors, which in turn gave way to the red, white and blue of American independence, also gave birth to the ancient and soul-stirring national doggeral, Yankee Doodle.

In 1755 some British officers were quartered here, and one of them, a surgeon of the army, Dr. Shackburgh, while seated under the trees in the garden at the rear of the house, wrote the lines in derision of some Connecticut troops who were quartered in Albany, and who with their awkward appearance and diversified raiment cut a rather ludicrous appearance. The words were set to a very old tune called “Lucy Lockett,” and soon became popular for their jingle. During the Revolution the song was modified by some British wag among the troops at Boston, and again applied in derision to the Yankee soldiers across the river at Charlestown; but the song was taken up by the Americans as a martial tune that soon became one of the national airs and was adopted as such at Saratoga. Later the Yankees had the satisfaction of marching the surrendered British troops to its music on many occasions, while at the surrender of Burgoyne the British had an excellent chance to familiarize themselves with its strains, as some six thousand of them then marched in subjugation to its sprightly music.

Americans, as a nation, are patriotic, and as a people they revere the spots that are hallowed by associations with the first sturdy settlers who braved the dangers of an unknown land that was peopled only by native savages and filled with the perils that throng an unbroken wilderness, in their efforts for the establishment of an asylum for freedom and liberty.

That portion of the Hudson which first feels the pulsations of the ocean tides may well be remembered with such love and veneration, for there, indeed, is the cradle in which was rocked the infant Columbia. And how fitting it is that where the infant republic first began its growth should now be located the Capital City of the Empire State of the New World!

Here, where even the waters begin to linger as they ebb and flow, as though loth to leave the lovely valley, is the city that far back in the dim past sheltered the hardy settlers who first came, in 1612, to colonize these New Netherlands, and which has grown from a small block-house to the present city populated by more than 100,000 souls.

Her elder sister, Jamestown, Va., lies long since buried under the moss-grown stones and mouldering ruins that mark what were once her habitations. The obliteration of Jamestown leaves Albany the oldest surviving settlement of the Colonial States, and to the antiquarian and historian she offers many scenes of interest; for she shows her staid antiquity in many ways—the streets, the buildings—in fact the whole air of the city is one of quiet, aristocratic age. Growth and improvement have necessitated the removal and destruction of many of the old landmarks; but their location and associations have been preserved by the erection of bronze tablets that mark the place where they once stood.

Here were the homes of the poets Alfred B. Sweet and John G. Saxe, and of many other men of letters not only, but of soldiers and statesmen, who have by their deeds emblazoned their names upon the scroll of our country's history.

In 1614 the Dutch erected a small fort on an island in the river where Albany now stands. It was called Beaverwyck from the fact that large numbers of the skins of these animals were there obtained in trade from the Indians. The spring freshets so often damaged this that they were obliged to seek a new location, and the bluff at the mouth of the Tawasentha Creek was chosen for a fort which was erected in 1618. Subsequently, at Albany, where is now the dock of the Peoples Line steamers, a new fortification was erected in 1623, called Fort Orange, and the town retained this name until 1664, when the New Netherlands passed into the hands of the English; then it received the name of Albany, in honor of James, Duke of York. The first stone building was erected in 1647, on which occasion "eight ankers" (128 gallons) of brandy were consumed! About this time the village was stockaded with strong wooden pickets, the remains of which were visible until 1812. It had become a considerable town in 1749 when Kalm visited it. He says,—“The people all spoke Dutch; the houses stood with the gable ends toward the street, and the water gutters at the eaves, projecting far over the streets, were a great annoyance to the people. The cattle having free range kept the streets dirty. The people were very sociable, and the spacious stoops were always filled on summer evenings with neighbors mingling in chit-chat. They knew nothing of stoves and their chimneys were almost as broad as their houses; and the people made wampum to sell to Indians and traders. They were very cleanly in their houses and were frugal in their diet, and integrity was a prevailing virtue. Their servants were chiefly negroes.”

During the Revolution, and particularly after the British took possession of New York city, Albany was the focus of revolutionary power in the State. There the Committee of Safety had its sittings; and, after the destructions of the forts in the Highlands, and the burning of Kingston, it was the headquarters of the

military and civil officers in the Northern Department. It was incorporated a city in 1686, and made the Capital of the State soon after the Revolution.

There the captive officers of Burgoyne's invading army were hospitably entertained by General Schuyler and his family at their spacious mansion, which is still standing at the head of Schuyler street, completely embosomed in trees and shrubbery. Within it the Baroness Reidesel was entertained, and there also was the scene of the attempted abduction of the General by the Tory Waltemeyer, when he robbed the patriot of his plate in 1781. There LaFayette, Steuben, Rochambeau, and other foreign officers of eminence were entertained, and there the noblest of the land, as well as distinguished travelers from abroad, were frequent guests during the life of the owner; and there the doors were opened as freely when the voice of poverty pleaded for assistance as when the great claimed hospitality and courtesy.

Although navigation ends within a few miles of this place this is not all that is interesting of the river. So far it has seemed more like a river of the sea whose waters ebb and flow as they linger in the valley. Above here it becomes more truly the "River of the Mountains," for, 325 miles from its confluence with, and 5,000 feet above, the ocean, the Hudson begins its course among the highest peaks of the Adirondacks.

The mists and vapors which cling around the bald heads of Mt. Marcy and Mt. McIntyre, coming in contact with the colder masses of those giants are condensed, and trickle down their sides in little rivulets which form a small basin of water called by the guides "Summit Water," and by Verplanck Colvin "Lake Tear of the Clouds." This, breaking forth in a small babbling stream, is the highest source of the Hudson, and in very truth it is a *tear of the clouds*.

We cannot follow it through the Opalescent, Sider Falls, Avalanche Lake, Panther Gorge, The Gorge of the Dial and the pass which the Indians call *Da-yeh-je-ga-go*, or "the place where the storm-clouds meet in battle with the great serpent," nor trace its course down to the place where it makes its plunge over Glen's Falls, and where Cooper pictures the retreat of *Leatherstocking*.

From this place down to Albany the historian can find rich material for his musings—Fort Edward, Saratoga, Bemis Heights and Schuylerville, with its memories of the surrender of Burgoyne—all these speak in stentorian tones, commanding him to stop, while fancy, with a magic wand, recalls the past and repeoples the scenes with the forms of the departed multitudes in all the horrible aspects of war.

Patriotism has a language that speaks to every heart throughout the world. It is a language that is understood by all, and in every region, every clime, the homage paid to it is the same. Is there a spot in all this wide world where the voices are as loud and clear as those which speak in this valley? Here also tra-

dition whispers from the rocks and hills tales of Indian legends, while song and story recall the deeds of the quaint old Dutch settlers.

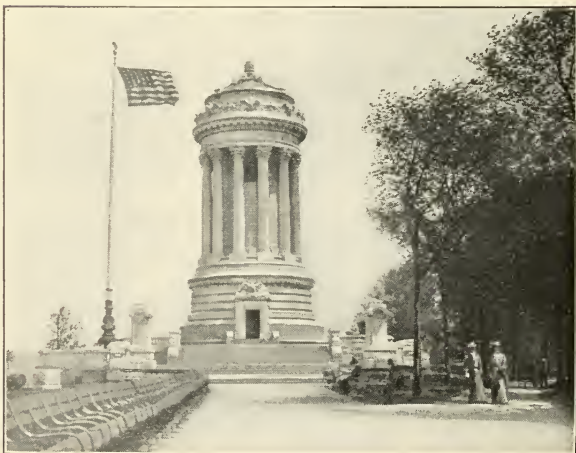
Its blue waters lap the shores of pastoral scenes as bewitching and classic as were the groves where Orpheus piped and Sappho sang to the Acadians of old; they lave the feet of mountains as sublimely beautiful in their rugged grandeur as any upon earth; they wander through a region once watered with patriot blood, where the echo of the brazen-throated war-bugle, the rattle of musketry, and the boom of cannon still murmur among the hills; they flow beneath a sky of as deep a blue as spreads its canopy above sunny Italy, and their summer winds are as soft and fragrant as those zephyrs which,—

“oppressed with perfume,
Wax faint o'er the gardens of Gul in her bloom.”

To the student familiar with the valley and the events which are associated with it, the very ripples as they murmur along the pebbly shores seem in low tones to repeat the story. The same hills stand guard on either shore, the same sunlit waves roll between; the sun and rain that coaxed the maize into being for the red man still bless the fields of his white brother; the valley is the same.

But what of the Indian who once considered this his elysium? He has departed like Hiawatha—

“ In the glory of the sunset,
In the purple mists of evening,
To the regions of the home-wind
Of the Northwest-wind, Keewaydin,
To the Islands of the Blessed,
To the kingdom of Ponemah,
To the land of the Hereafter ! ”



SOLDIERS AND SAILORS MONUMENT,
Riverside Drive, New York City.



NEW PIER OF THE HUDSON RIVER DAY LINE. WEST 42d ST. NEW YORK CITY.

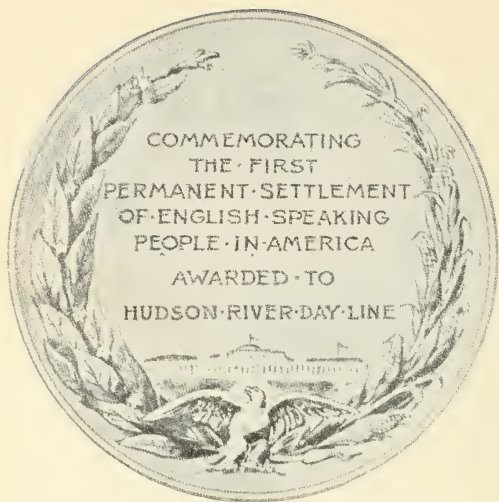
NEW DAY LINE PIER AT WEST 42d STREET, NEW YORK CITY

Realizing the fact that the trend of business in New York City is steadily moving uptown, the Day Line has discontinued landing at West 22d street and now lands at the magnificent new Pier it has recently completed at West 42d street instead. This new Pier, the first of its kind along the water front which combines art and utility, is 800 feet long and 60 feet wide and the novel structure that covers it is both original and handsome in design, with its decorations of growing vines, covering pergolas which lead to open porticoes for waiting passengers to use in pleasant weather, is a distinct and pleasant advance in the Pier sheds lately built along the water front. This Pier is also used by the steamer "Mary Powell" and the Sandy Hook boats of the Central Railroad of New Jersey, making the foot of West 42d street one of the greatest passenger terminals in New York City. During the summer season the Day Line steamers and the Sandy Hook boats make direct connection, thus affording a delightful and easy route between the mountains and the seashore resorts on the New Jersey coast, all tedious transfer through New York City being avoided.

Forty-second street is the great cross-town street of New York City, being in the heart of the hotel, theatrical and shopping district; and the new Pier, which is the finest passenger pier in the city, is easily accessible by the numerous car lines from every part of Manhattan.



NEW OFFICE BUILDING—HUDSON RIVER DAY LINE
325 BROADWAY, CORNER HAMILTON STREET
ALBANY, NEW YORK



MEDAL AWARDED TO THE
HUDSON RIVER DAY LINE
FOR ITS EXHIBIT AT THE
JAMESTOWN EXPOSITION, 1907



ON THE DAY LINE. APPROACHING DEBROSSE'S ST. PIER, 5 P. M.

SEE HANDBOOK

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

1910			DAILY (EXCEPT SUNDAYS).			1910		
Through Boat to Albany.	Special Poughkeepsie Service—from June 27 to Sept. 17.	Mary Powell between N. Y. and Kingston.	LOCAL TIME TABLE			Mary Powell between Kingston and N. Y.	Through Boat to New York.	Special Poughkeepsie Service—from June 27 to Sept. 17
Lv. Read Down			1910			Ar. Read Up		
A.M.	A.M.	P.M.				A.M.	P.M.	P.M.
8 00	.....	.....	Bklyn Annex	.....	.....	6 20	.....	.....
8 40	9 40	1 45	Desbros's St.	11 45	6 00	.....	.....	.....
9 00	10 00	2 00	West 42d St.	11 20	5 30	8 40	.....	.....
9 20	10 20	2 20	W. 129th St.	11 00	5 10	8 10	.....	.....
9 45	10 50	.....	Yonkers...	.....	4 30	7 35	.....	.....
.....	.....	4 50	High'd Falls	8 40	.....	.....	.....	.....
11 50	1 00	5 00	West Point.	8 35	2 50	5 45	.....	.....
.....	1 25	5 25	Cornwall...	8 15	.....	5 20	.....	.....
12 25	1 45	5 45	Newburgh	8 00	2 15	5 05	.....	.....
.....	.....	6 15	New Hamb'h	7 30	.....	.....	.....	.....
.....	.....	6 30	Milton...	7 15	.....	.....	.....	.....
1 15	2 35	6 45	Poughkeepsie	7 00	1 20	4 10	.....	.....
2 10	.....	.....	Kingston Pt.	.....	12 25	.....	.....	.....
.....	.....	7 45	Kingston	6 00	.....	.....	.....	.....
3 25	.....	.....	Catskill...	.....	11 00	.....	.....	.....
3 40	.....	.....	Hudson...	.....	10 40	.....	.....	.....
6 10	.....	.....	Albany....	.....	8 30	.....	.....	.....
P.M.	P.M.	P.M.		A.M.	A.M.	P.M.		

NOTE—Particular attention is called to the fact that the special boat at 4.10 P. M. from Poughkeepsie does not return to Desbrosses St., the last stop in New York City being at West 42d Street, 8.40 P. M.

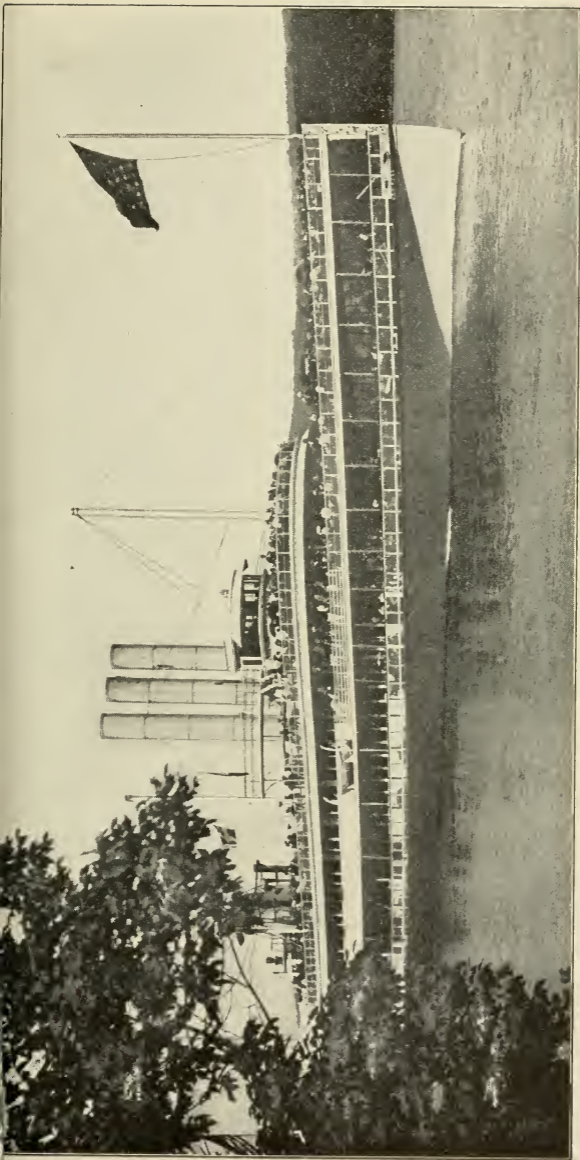
Regular Day Line season opens May 20 from New York, and May 21 from Albany. Closes October 22 from New York, and October 24 from Albany.

Special service from New York to Poughkeepsie and return commences on June 27 and continues to Sept. 17.

Steamer "Mary Powell" between Kingston and New York from May 23 to September 29.

CONNECTIONS.

- At New York— with railroads and steamers diverging.
- At West Point— with south-bound steamers.
- At Cornwall— with south-bound special boat from June 28 to Sept. 18, and with N. Y., Ontario & Western Ry.
- At Newburgh— with south-bound steamers; with Orange County Traction Co. for Orange Lake and Walden; and with Erie Railroad.
- At Poughkeepsie— with south-bound steamers; with Central New England Ry., and by ferry with New Paltz, Highland & Poughkeepsie Traction Co. for Lake Mohonk.
- At Kingston Point— with the Ulster & Delaware R. R. for Catskill Mountain resorts, Hotel Kaaterskill, Laurel House, Grand Hotel, etc.
- At Catskill— with the Catskill Mountain Railway, Otis Railway and Catskill & Tannersville Railway for the Catskill Mountain House, Hotel Kaaterskill, Cairo, Palenville, Laurel House, Haines Falls and Tannersville.
- At Hudson— with the Boston & Albany R. R. for Chatham, Pittsfield, etc., and with Albany & Hudson R. R.
- At Albany— with the Delaware & Hudson, New York Central & Hudson River, West Shore, Boston & Maine, and Boston & Albany Railroads for all points North, West and East.



ON THE DAY LINE. THE LOWER HUDSON.

DAY LINE STEAMERS

"HENDRICK HUDSON,"
"ROBERT FULTON" and "ALBANY"

— OF THE —

HUDSON RIVER DAY LINE.



THE ATTRACTIVE ROUTE FOR SUMMER PLEASURE
TRAVEL TO AND FROM THE

CATSKILL MOUNTAINS,
*Saratoga and the Adirondacks, Hotel
Champlain and the North, Niagara
Falls and the West, The Thou-
sand Islands and the St.
Lawrence River.*



THE FAMOUS PALACE STEAMERS "HENDRICK
HUDSON" "ROBERT FULTON" AND
"ALBANY" OF THE DAY LINE, ARE THE
FASTEST RIVER STEAMERS EVER BUILT.

They are unrivalled in point of elegance, comfort and the quality of the service in every respect.

They are constructed exclusively for summer tourist travel, and carry no freight of any description beyond the personal baggage of the passengers.

They have the lightness, grace and beauty of a yacht.

They are known the world over as being the finest vessels of their class afloat.

They have handsomely furnished restaurants, open from 7.00 A. M., on the main deck, affording an uninterrupted view of the magnificent scenery for which the Hudson is renowned.

They have fine orchestras, and daintily appointed private parlors can be secured for the use of small parties or families.

Every effort is made by the management to perfect and maintain the service at the highest possible standard.

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

To the Mountains of

Sullivan, Ulster and Delaware Counties,

— VIA —

WEST POINT

— AND —

THE NEW YORK, ONTARIO & WESTERN RY.

The residents of Brooklyn as well as those of Harlem, who will spend their summer in this delightful mountain region and who dread the long transfer through New York city, will be glad to learn that by arrangements recently concluded between the New York, Ontario & Western Railway and the Hudson River Day Line, tickets will be sold and baggage will be checked to all points on the N. Y. O. & W. Ry. via the Day Line to West Point, where the steamer landing is within a few yards distance of the railroad station. Brooklyn passengers by taking the Annex boat from foot of Fulton street at 8 A. M. and uptown New York passengers by taking steamer from the new pier at West 129th street, N. R. at 9.20 A. M., will save much trouble in transfer, and the pleasure of their trip will be greatly enhanced. As an additional attraction a stop-over of nearly two hours is given at West Point, thus allowing an opportunity of visiting this most historic and beautiful spot on the Hudson River. All tickets issued by the New York, Ontario & Western Ry., either from or to New York, are good on the steamers of the Day Line between New York and West Point. Passengers from New York holding such tickets should have them exchanged at the Purser's office immediately on boarding the steamer.

SPECIAL NOTICE—From June 28th to September 18th direct connection will be made at Cornwall with the New York, Ontario and Western Railway by second steamer leaving New York one hour after the regular boat. See local table on page 2.

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

An Idyl of Summer Pleasure Travel!

Through Tickets via Day Line

TO ALL POINTS NORTH, WEST AND EAST

Can be obtained in NEW YORK CITY at the following Offices :

Desbrosses Street Pier; 42d Street (N. R.) Pier; 129th St., (N. R.)
Pier; 245, 345, 415, 956, 1185, 1216, 1354 Broadway; 225
Fifth Avenue; 31 West 30th St.; 245 Columbus Ave.; 121
West 125th Street; 182 Fifth Ave.; 649 Madison Ave.;
Hotel Manhattan.

IN BROOKLYN :

*Annex Office, foot Fulton Street; 4 Court Street; 479
Nostrand Avenue; 338 Fulton Street.*

**TICKETS VIA DAY LINE FOR SALE AT ALL PRINCIPAL
TICKET OFFICES IN THE COUNTRY.**

By this line Brooklyn passengers avoid the long transfer through New York City, as the Brooklyn Annex makes direct connection with Steamers at Desbrosses Street Pier.

Brooklyn Baggage.—Brooklyn passengers should have their baggage at Annex Station at least 30 minutes before departure of boat to insure its being forwarded on same boat as passenger.

Brooklyn Baggage will not be forwarded unless claimed by owner at the Annex Office and checked.

The Desbrosses St. Pier of the Day Line adjoins the Pennsylvania R. R. Station in New York. Close connection with trains to and from Philadelphia, Baltimore, Washington and the South.

Baggage Checked from Residence to Destination

by the New York Transfer Co. Leave Orders and purchase tickets at their Offices.

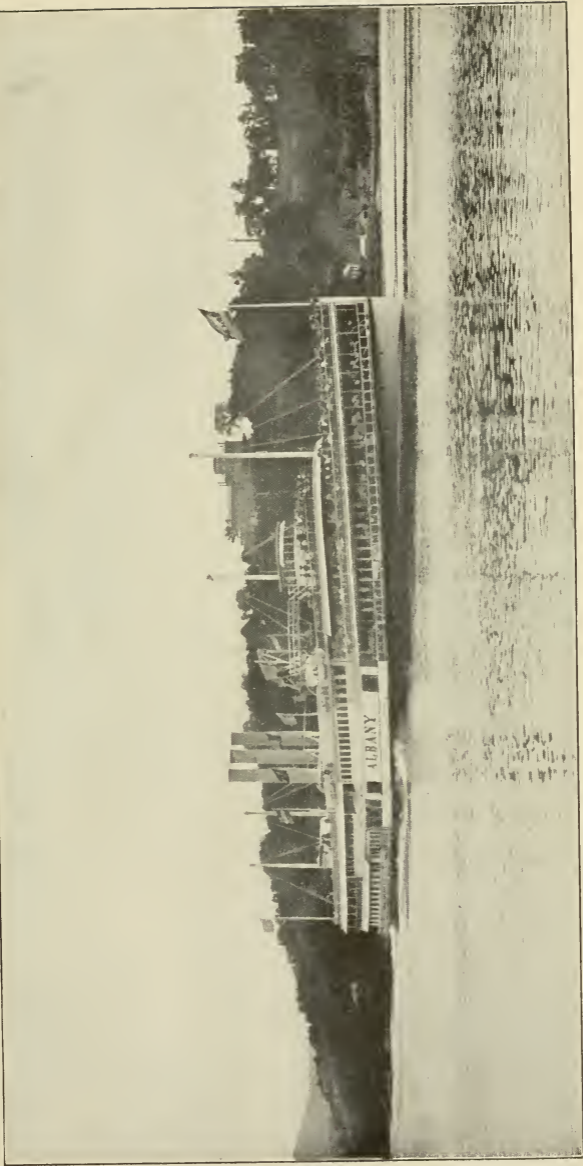
**DURING THE SEASON, SPECIAL SARATOGA EXPRESS
TRAINS ARE RUN CONNECTING DIRECT WITH
STEAMERS OF THIS LINE AT THEIR
PIER AT ALBANY.**

Private Parlors may be reserved, or further information secured, by addressing

F. B. HIBBARD, General Passenger Agent,

DESBROSSES STREET PIER, NEW YORK

ON THE DAY LINE WEST POINT FROM THE NORTH.



DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

— IDEAL —

ONE DAY AND ONE-HALF DAY OUTINGS.

(SUNDAYS EXCEPTED.)

The Hudson River Day Line invites particular attention to the following short trips arranged for those having but limited time at their disposal, and who wish to use same to the best possible advantage. No where on the American continent can such scenic beauty be had in equal time with such luxurious environments.

From June 27th to September 17th, as there will be a triple service between New York, Yonkers, West Point, Newburgh and Poughkeepsie, one may, by *consulting the time table*, easily choose his own time in going, returning, or stopping over at West Point, Newburgh or Poughkeepsie.

NEW YORK AND WEST POINT.

In addition to its historical associations, West Point is one of Nature's beauty spots, and should be visited by every one. Regular Day Line excursions throughout the season. Special service from June 27th to September 17th. The additional afternoon excursion via the "Mary Powell," and returning by the steamer "Albany," from June 27th to September 17th, is a most delightful 100-mile sail. Boat excursion ticket, \$1; boat and rail, \$1.50 (W. S. R. R.); boat and rail, \$1.60 (N. Y. C. R. R.); rail tickets limited to date of sale.

NEW YORK AND NEWBURGH.

One may go to quaint old Newburgh on the regular boat, returning at 2.15 p. m.; or from June 27th to September 17th, by special second boat, returning at 2.15 p. m., or 5.05 p. m., having time, if desired, for the charming trolley ride to Orange Lake, or to make the ascent of Mt. Beacon. Boat excursion ticket, \$1; boat and rail, \$1.75 (W. S. R. R.); boat and rail, \$1.80 (N. Y. C. R. R.); rail tickets limited to date of sale.



ON THE DAY LINE. TROPHY POINT, AT WEST POINT.

DAY LINE STEAMERS

"HENDRICK HUDSON," "ROBERT FULTON" and "ALBANY"

IDEAL ONE DAY AND ONE-HALF DAY OUTINGS

(Continued).

NEW YORK AND MOUNT BEACON.

There is probably no other one day trip out of New York City that possesses so much beauty, variety and grandeur to commend it to the tourist. Going by Day Line steamer, first or second boat, to Newburgh, thence crossing the river by ferry to Fishkill Landing, where trolley cars are in waiting to convey the excursionists to the foot of the mountain, and then by the steepest inclined railway in the State to the summit of Mt. Beacon, where can be had one of the grandest views in the world. Returning during season of special service, from June 27th to September 17th, the Day Line steamboat is taken at Newburgh at 5.05 p. m., arriving in New York city about 8.40 p. m. There is no trouble or exertion required in making these transfers, since docks and stations directly adjoin. Rate for the round trip \$1.50. Tickets limited to date of sale. Or returning from Fishkill Landing about 6.10 p. m. by the Central Hudson Steamboat Company, due in New York about 10 p. m. Rate for the round trip, \$1.50. Tickets limited to date of sale. These tickets are sold during entire regular Day Line season.

NEW YORK AND POUGHKEEPSIE.

Direct connection is made at the "Bridge City" by the first or morning boat, with the southbound steamer from Albany at 1:20 P. M. This trip gives one hundred and fifty miles of the most beautiful river scenery in the world, and is recommended to all who wish to see the Highlands or the Hudson. It is a ride of twenty minutes to Vassar College and its perfectly charming campus, and one may loiter in the academic shades, and also find various pleasant trolley rides about Dutchess county until the 4.10 p. m. special down boat, Steamer "Albany," from June 27th to September 17th. Also the trip can be made on the second up boat, from June 27th to September 17th, which allows a stop of one and one-half hours in Poughkeepsie. Boat excursion, \$1.50; boat and rail, \$2 (N. Y. C. R. R.); boat and rail, \$2 (W. S. R. R.) Boat excursion tickets good for season. Boat and rail excursion tickets limited to date of sale.

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

IDEAL ONE DAY AND ONE-HALF DAY OUTINGS

(Continued).

NEW YORK AND ALBANY.

It is estimated that the transient population of New York City numbers 200,000, these visitors coming from all parts of the world. A large number wish to see the peerless Hudson, but cannot spare more than one day for it. Therefore, the Day Line takes pleasure in directing attention to the excursion to Albany, returning by the People's Line the same evening, reaching New York City early the following morning, allowing one day and one night on the river. The Hudson River Day Line carries more purely pleasure travel than any other river navigation company in the world. The sail up the Hudson is considered the most beautiful inland water trip on the American continent, and, taken in connection with the return trip from Albany by moonlight on the superb new steamers "Adirondack" and "C.W. Morse," of the People's Line, makes the ideal water trip of the country. The Day Line steamer arrives at Albany 6:10 P. M., and the People's Line steamer leaves at 8 P. M., giving ample time for a visit to the magnificent State capitol. Fare for the round trip, \$3.50. Tickets good to return at any time during season issued

POUGHKEEPSIE AND MOUNT BEACON.

From Poughkeepsie the Day Line presents a most attractive one day trip to Mount Beacon, going by Day Line Steamer and returning from Newburgh by Steamer "Mary Powell" the same evening at a rate of Ninety-five cents for the round trip. Tickets limited to date of sale.

KINGSTON POINT AND MOUNT BEACON.

To the people of Rondout, Kingston and vicinity, the Day Line offers a one day trip to Mount Beacon, going by Day Line steamer from Kingston Point and returning by Steamer "Mary Powell" from Newburgh to Rondout in the evening at the rate of \$1.45 for the round trip. Tickets limited to date of sale.

ALBANY AND HUDSON OR CATSKILL.

Rate for the round trip Seventy-five cents. Tickets good to return at any time during the season.

ALBANY AND THE CATSKILL MOUNTAINS.

A most enchanting tour of river and mountain scenery, with the delicious sensation of the rapid ascent from valley to mountain top by the Inclined Railway. Leave Albany at 8:30 A. M., by Day Line steamer to Catskill; thence by Catskill Mountain Railway to Otis Junction, where the Otis Railway is taken for the summit, the location of the world famous Catskill Mountain House and Table Rock, from which the grandeur of the magnificent view has inspired the enthusiasm of tourists from all parts of the globe. Returning by same route, Albany is reached at 6:10 P. M. Tickets limited to date of sale. Rate for the round trip, \$1.50.

ALBANY AND KINGSTON POINT.

Rate for the round trip One Dollar. Tickets good to return at any time during the season. This trip allows time for a picnic at Kingston Point Park, the most charming day resort along the Hudson river, or one can take a trolley ride through the beautiful and historic City of Kingston, where the first Constitution of the State of New York was adopted, and see some of the quaint old stone houses built prior to the Revolution, and other objects of interest.

ALBANY AND WEST POINT.

A most delightful one-day trip combining boat and rail. Going by Day Line steamer and returning by afternoon train on West Shore R. R. West Point is the beauty spot of the Hudson River and should be visited by all. Tickets limited to date of sale. Rate for the round trip \$2.10.

THROUGH TRAINS FROM THE NORTH, WEST AND
EAST MAKE CLOSE CONNECTION AT ALBANY
WITH STEAMER FOR NEW YORK.

ALBANY OFFICE, 325 Broadway, Corner Hamilton Street.

The Wharf at Albany, foot of Hamilton Street, is only
Five minutes' walk south from Union Station.

W. B. ELMENDORF, General Agent.
325 BROADWAY, ALBANY, N. Y.

LOCAL PASSENGER TARIFF.

EXCURSION RATES.

Distance from New York	EXCURSION RATES.											
	NEW YORK	YONKERS	WEST POINT	CORNWALL	NEWBURGH	POUGHKEEPSIE	KINGSTON PT.	CATSKILL	HUDSON	ALBANY		
0	New York.	.40	1.00	1.00	1.00	1.00	1.50	2.25	2.75	2.75	2.75	3.50
17	.25	Yonkers.	.75	.75	.75	.75	1.25	1.85	2.35	2.35	2.35	3.10
50	.75	.50	West Point.									2.50
55	.75	.60	.15	Cornwall.								
60	.75	.60	.15	.15	Newburgh.							
75	1.00	.80	.40	.40	.25	Poughkeepsie						
90	1.25	1.00	.60		.50	.25	Kingston Pt.	.35	.60	.60	1.00	
115	1.50	1.25	1.00		.75	.60		.35	.60	Catskill.		.75
120	1.50	1.40	1.00		1.00	.75		.40	.75	.15	Hudson.	.75
150	2.00	1.75	1.50		1.25	1.00		.75	1.00	.50	.50	Albany.

Tickets to Cornwall, N. Y., are to be sold for Steamer "Albany" only, while in commission, from June 27, to Sept. 17, 1910.

ONE-WAY RATES.



ART TREASURES, GRAND SALOON, STEAMER "ALBANY."

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

LOCAL PASSENGER FARES FROM NEW YORK TO

Miles.		One Way.	Round Trip
17	Yonkers, - - -	\$0.25	\$0.40
50	West Point, - - -	.75	1.00
60	Newburgh, - - -	.75	1.00
75	Poughkeepsie, - - -	1.00	1.50
90	Kingston Point, - - -	1.25	2.25
115	Catskill, - - -	1.50	2.75
120	Hudson, - - -	1.50	2.75
150	Albany, - - -	2.00	3.50

Optional Use of All-Rail Tickets.

By special arrangement all first-class *through* tickets reading via the New York Central & Hudson River and West Shore Railroads, between ALBANY and NEW YORK, in either direction, will be available via the Day Line Steamers or by rail, at the option of the passenger. This arrangement does not apply on local business to, or from way landings.

(See page 81 for particulars.)

Information for Passengers.

The Steamers of the Day Line will make their first trips for the season of 1910, from New York, May 20th, and from Albany, May 21st. Their last trips will be made, from New York, Oct. 22d, and from Albany Oct. 24th.

Special service, New York to Poughkeepsie and return, from June 27th to Sept. 17th.

These steamers do not run on Sundays.

Round trip tickets are good to return at any time during the season in which they are issued, unless otherwise stated in contract of the ticket.

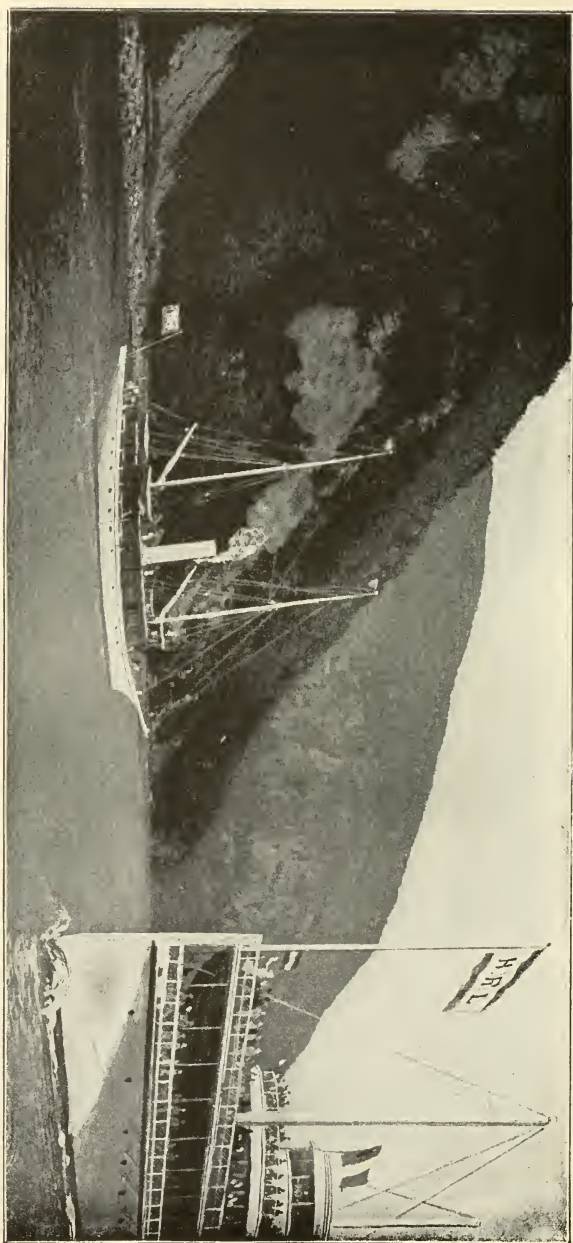
Coupon tickets to all important points in the United States and Canada may be purchased from this Company's Agents at its principal ticket offices, as per list of same shown on page 60.

Passengers purchasing such tickets must designate the route, or routes, by which they desire to travel. Agents are instructed to remain neutral on this point.

Coupon ticket agents of all railroads in the United States and Canada sell tickets to all important points on, or reached, via the Day Line Steamers.

Children under five years of age, in charge of a competent person, are carried free; those five years of age and under twelve are required to pay half fare; those twelve years of age and over, full fare.

ON THE DAY LINE. THE HIGHLANDS OF THE HUDSON.



DAY LINE STEAMERS.

Information for Passengers.

(Continued from page 69.)

Passengers should always procure their tickets at regular Ticket Offices, as there are numerous expired, counterfeit and stolen tickets in the hands of unauthorized parties.

Passengers when purchasing tickets should see that same are stamped with official dating stamp of the selling Agent, and that they read to destination desired, and in checking baggage should always see that the number of the strap check placed on baggage corresponds with duplicate in their possession.

In the event of any disagreement with the Purser relative to tickets required, privileges allowed, etc., passengers should pay Purser's claim, take his receipt, and refer the case for adjustment to the General Passenger Agent, who will promptly refund any overcharge. The Purser has no discretionary power in such matters, but is governed by rules which he is not authorized to change.

Passengers holding or purchasing tickets over connecting railroads can have their baggage checked through to destination, without any transfer charges, by applying to the Baggage Master.

Baggage will not be put off at any way landing unless claimed and checked by owner.


Baggage cannot be checked to a point short of destination of ticket, except on unlimited tickets and tourist tickets at points where stop-over is allowed.

Passengers are requested to claim their baggage upon its arrival at landings. *This Company does not hold itself liable for loss or damage to baggage after sufficient time has been allowed for its removal.* If not removed within twenty-four hours, storage will be charged on each piece at the following rates: First twenty-four hours free; second twenty-four hours or fraction thereof, twenty-five cents; and for each additional twenty-four hours or fraction thereof, ten cents.

As a matter of ordinary and proper precaution the owner's name and address should be plainly marked upon each trunk or piece of baggage checked, and the owner should make a note of the number of his check to aid identification and recovery in case of loss.

No horses, carriages or freight of any description are carried by the Steamers of this line.

Corpses are not carried.

 Dogs will not be taken unless in crates; then a charge of half fare will be made. Crates can be secured on application at the Company's piers, or from the Baggage Masters on the boats.



ON THE DAY LINE. THE TOMB OF GEN. U. S. GRANT.

DAY LINE STEAMERS.

Information for Passengers.

(Continued from page 71.)

✈ A charge of fifty cents each is made on baby carriages, but as these cannot be checked to points beyond regular landings, it is strongly recommended that they be forwarded through to destination by Express, as in many instances the cost would be less than the amount accruing from the rates charged by the Lines over which they are to go, besides the advantage to the owner in not being troubled with them at the different transfer points.

A coat-room is provided on main deck, where passengers can check their small valises, parcels, etc., and have them cared for free of charge.

The steamers of this line being designed for day service only, have no state rooms, and there is no accommodation for passengers wishing to remain on board over night. On each steamer there are a few private parlors for which a charge of from \$5 to \$6 each is made. Owing to the limited number of these rooms they are not considered engaged unless paid for at the time reservation is made.

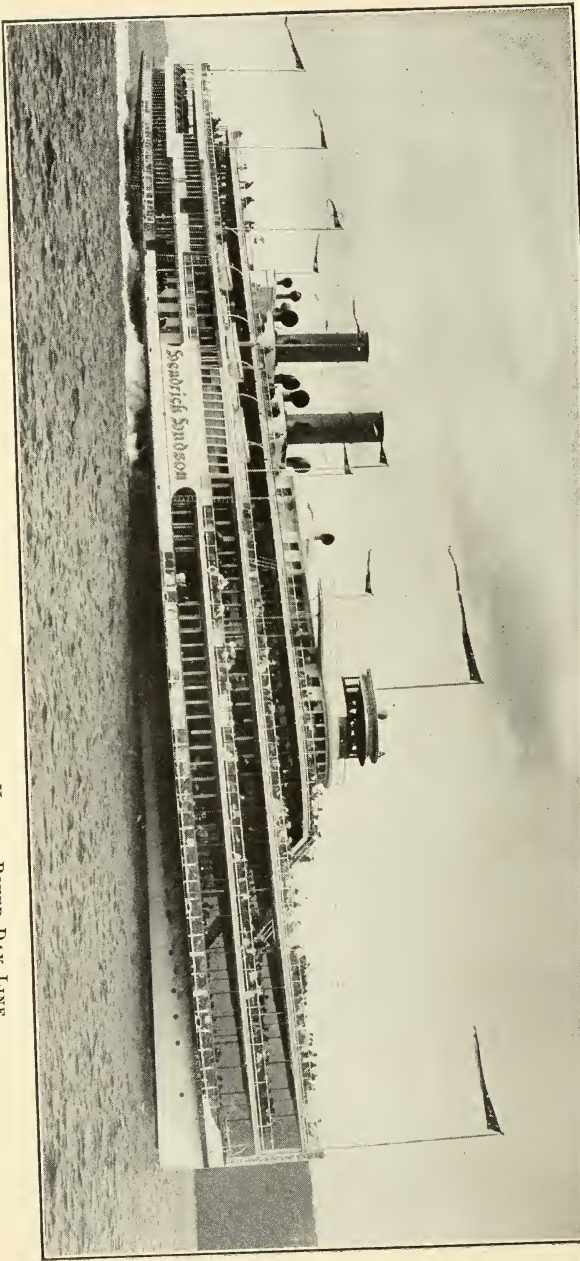
Meals are served *a la carte* from 7.00 A.M. in the Restaurant on the main deck aft. *Table d'hote* breakfast at seventy-five cents until 9.30 A.M. Also *table d'hote* dinner at one dollar, between the hours of 11.00 A.M. and 3.00 P.M. Coffee, sandwiches, fruits, pastry, etc., can be obtained during the day at the Lunch-room, entrance by stairway from the main deck forward.

Newburgh excursionists wishing to extend their trip to Poughkeepsie, where connection is made with the south-bound boat, can, upon payment of fifty cents, have their excursion tickets exchanged at the Purser's office.

Passengers holding first-class through tickets via Buffalo or Niagara Falls, are permitted to stop over at Niagara Falls for a period not exceeding ten days. In order to avail themselves of this privilege, passengers will deposit their ticket with the Agent of the New York Central & Hudson River R. R., at Niagara Falls station immediately on their arrival at that point, being given in return a receipt for ticket.

The management of the Hudson River Day Line invites the criticism of its patrons in all matters connected with its service, when this takes the form of suggestions for improvement; the calling of attention to any lack in appliances and methods for safety or comfort; or complaints relating to incivility or inattention on the part of its employees. The constant aim of the management is to perfect and maintain the service at the highest possible standard and to render it first-class in every respect, and communications bearing upon this end will be appreciated.

Passengers are requested not to give fees to any of the employees.



THE NEW STEEL STEAMER "HENDRICK HUDSON" OF THE HUDSON RIVER DAY LINE.
The largest and most magnificent passenger carrying steamer in the world.

THE STEAMER "HENDRICK HUDSON."

The progress of our National Commerce is probably more emphatically marked by the construction of this great steamer than by any other event of a like nature. Up to last year her sister steamers, the "New York," "Albany," and "Mary Powell," held easily the world's record for boats of their class, but the increased popularity of the Hudson day service, and the anxiety of the Day Line to be not only abreast of, but ahead of the times, has resulted in the placing in commission of this splendid steamer.

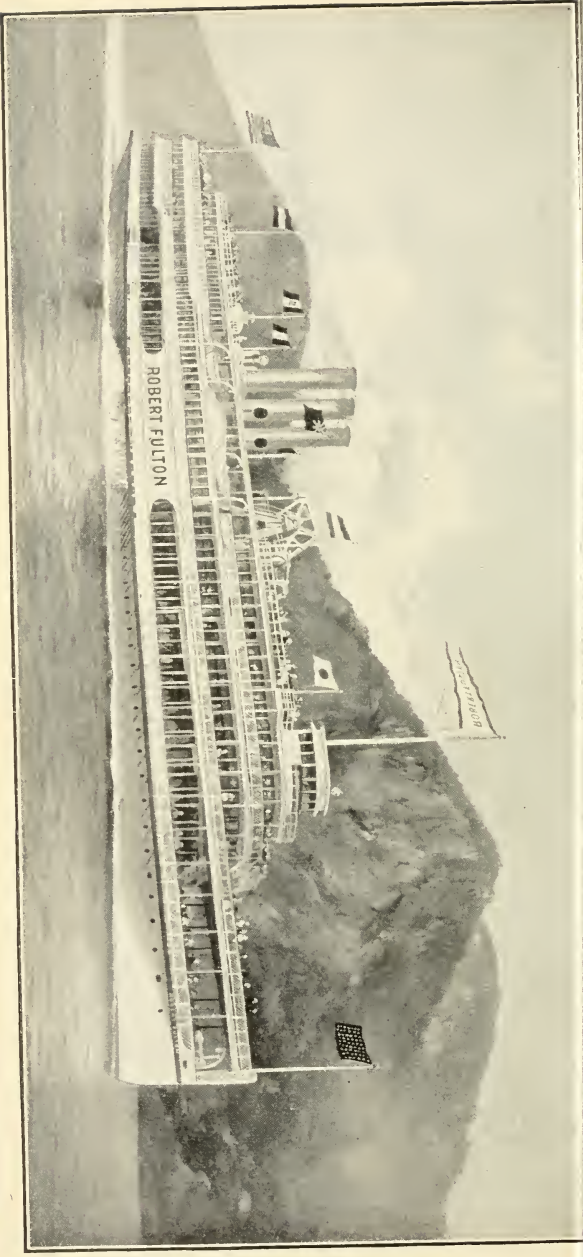
The "Hendrick Hudson" was built at Newburgh by the Marvel Company, under contract with the W. & A. Fletcher Company of New York, who built her engines, and under designs from Frank E. Kirby. Her principal dimensions are: length, 400 feet; breadth over all, 82 feet; depth of hold, 14 feet 5 inches, and a draft of 7 feet 6 inches. Her propelling machinery is what is known as the 3-cylinder compound direct acting engine, and her power (5,000-horse) is applied through side wheels with feathering buckets, and steam is supplied from eight boilers.

Steel has been used in her construction to such an extent that her hull, her bulk-heads (7 in all), her engine and boiler enclosures, her kitchen and ventilators, her stanchions, girders, and deck beams, and in fact the whole essential frame work of the boat is like a great steel building. Where wood is used it is hard wood, and in finish probably has no equal in marine work.

Her scheme of decoration, ventilation and sanitation is as artistic and scientific as modern methods can produce, and at the same time her general lay out for practical and comfortable operation is the evolution of the long number of years in which the Day Line has been conducting the passenger business.

A detailed account of this steamer would be a long story, but some of the salient features are as follows: She carries the largest passenger license ever issued, namely: for 5,500 people; on her trial trip she made the fastest record through the water of any inland passenger ship in this country, namely: 23.1 miles per hour. Her shafts are under the main deck. Her Mural paintings represent prominent features of the Hudson, which may not be well seen from the steamer. Her equipment far exceeds the requirements of the Government Inspection Laws.

THE NEW STEAMER "ROBERT FULTON" OF THE HUDSON RIVER DAY LINE. THE MOST BEAUTIFUL PASSENGER STEAMER EVER CONSTRUCTED.



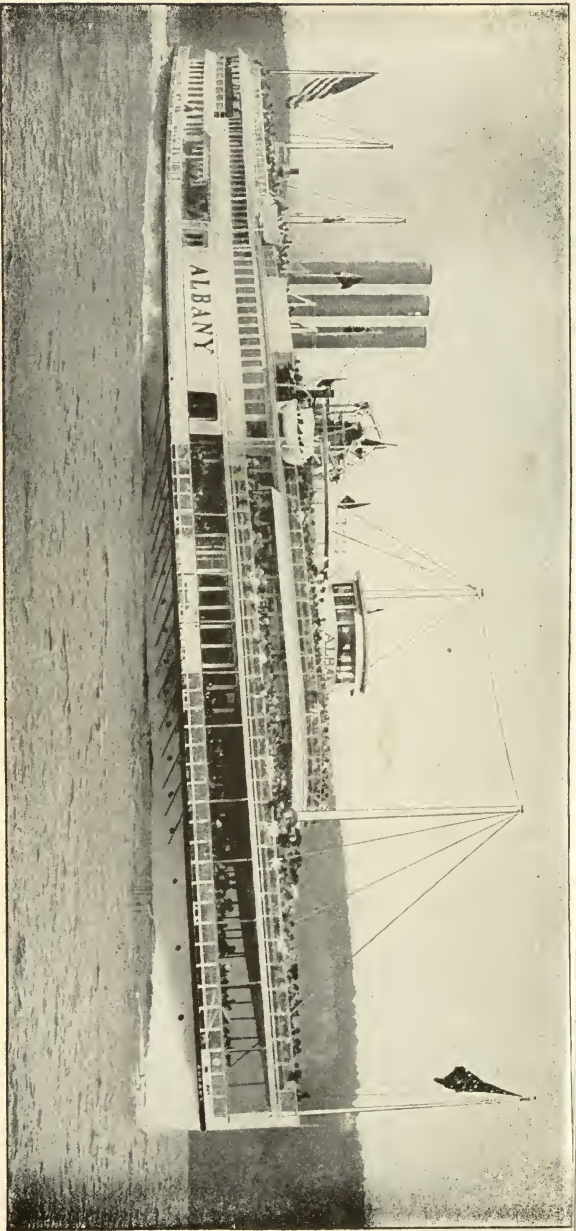
THE STEAMER "ROBERT FULTON."

This latest addition to the Day Line fleet is a product of the year which marks the joint celebration of the discovery of the River by Hendrick Hudson, and the construction of the first commercially successful steamboat by Robert Fulton. Her keel was laid January 11, 1909; her operation beginning May 29th, four and one-half months later. She was constructed at the great works of the New York Shipbuilding Company at Camden, N. J., and built entirely under cover, so that the work could progress day and night in all kinds of weather.

The ablest naval architects and marine engineers in America, the foremost of our designers, artists and artisans, and practical and experienced steamboat operating men have carefully collaborated in the construction of this steamer, to make her the most refined and satisfactory passenger carrier ever produced. Simplicity and security are united with speed, comfort and luxury. A gay and delicate scheme of decoration combines, with the more serious mural paintings illustrating the early days of river life ashore, the development of steam navigation on the river and the portraits of some of the most prominent personages connected with the river, in making, not an allegory, but a historical sequence.

The dimensions of the "Robert Fulton" are as follows: Length 348 feet; beam over all, 76 feet; depth of hold, 12 feet, 9 inches; capacity 4,000 passengers. She has a beam engine built by the W. & A. Fletcher Company of Hoboken, N. J. Cylinders 75 inches by 12 feet stroke, developing 3,850 horse power—side wheels and feathering buckets. A large lunch room is located in the forward cabin under the Orchestra. The dining room is on the main deck aft, and she has four decks, namely: main, saloon, grand promenade, and observation deck. Plate glass is used exclusively, and the construction generally, as much as possible, is of steel, asbestelith and composition board.

In the last three years the Hudson River Day Line has added to its equipment two magnificent new steamers, the "Hendrick Hudson" and the "Robert Fulton." It has built four splendid new piers and passenger buildings, viz. West 42d Street, New York City, Newburgh, Poughkeepsie and Albany, and it has more than doubled its services in the lower half of the river by placing the famous Iron Steamer "Albany" in the New York to Poughkeepsie Special Excursion business. It feels perfectly confident in asserting that in service alone there is nowhere in the world its equal for transporting tourist passenger traffic, and to this may be added that in all the world there can be found no water journey which combines so much of beauty and interest as is found in the charming Hudson Valley which it serves.



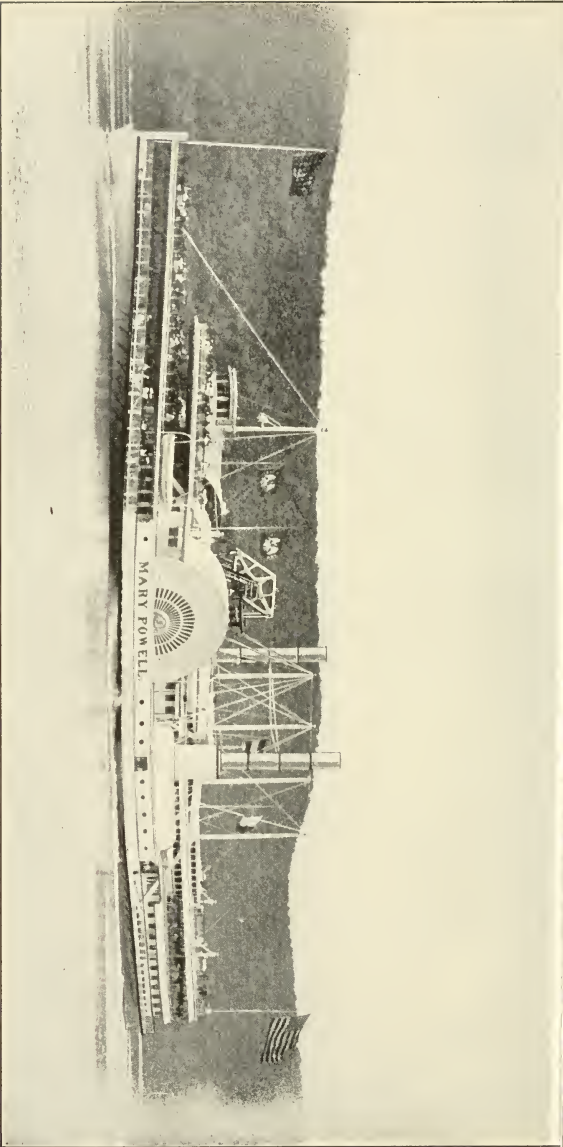
HUDSON RIVER DAY LINE STEAMER 'ALBANY.'

THE STEAMER "ALBANY."

The "Albany" is undoubtedly one of the most beautiful steamers ever constructed. Her graceful lines and great deck room forward are very noticeable and command marked attention. She is one of the finest vessels afloat and combines all the known improvements that go toward making travel by water safe and attractive.

The "Albany" was built by the Harlan & Hollingsworth Co., of Wilmington, Del., in 1880. During the winter of 1892, she was lengthened thirty feet and furnished with modern feathering wheels in place of the old style radial ones. Her hull is of iron, 325 feet long, breadth of beam over all 75 feet, and her tonnage is 1,415 gross tons. Her engine was built by the W. & A. Fletcher Co., of New York, and develops 3,200 horse power. The stroke is 12 feet, and the diameter of the cylinder is 73 inches. On her trial trip she ran from New York to Poughkeepsie, a distance of 75 miles, in three hours and seven minutes. Steam steering gear is used on the "Albany," thus insuring ease and precision in handling her. The wood-work on the main deck and in the upper saloons is all hard wood; mahogany, ash and maple tastefully carved. Wide, easy staircases lead to the main saloon and upper decks. Rich Axminster carpets cover the floors, and mahogany tables and furniture of antique design and elegant finish make up the appointments of a handsomely furnished drawing room. A life-sized marble bust of a young girl ornaments the head of the grand staircase. It is Palmer's ideal conception of "June." The walls are adorned with oil paintings by Emile Princhart of Paris, F. D. Briscoe of Philadelphia, and Yzquierdo of Madrid, Spain. The richly furnished private parlors of the "Albany" are a notable feature, giving absolute seclusion and privacy to small parties or families. Another equally desirable feature is the elegant dining-room, which is located on the main deck in order that tourists while enjoying their dinner may not be deprived of viewing the beautiful scenery for which the Hudson is renowned. The carrying capacity of the "Albany" is 4,500, but a license for 3,000 passengers only is applied for, in order that there may be no disagreeable crowding.

STEAMER "MARY POWELL," OF THE MARY POWELL STEAMBOAT CO.



MARY POWELL STEAMBOAT COMPANY.

HIGHLANDS OF THE HUDSON

BY DAYLIGHT

STEAMER "MARY POWELL"

Will leave daily during season, May 23 to Sept. 29, 1910,
Sundays excepted, as follows:

GOING NORTH.

Will leave New York from	P. M.
Desbrosses Street Pier	1.45
Foot West 42d Street	2.00
Foot West 129th Street	2.20
Highland Falls	4.50
West Point	5.00
Cornwall	5.25
Newburgh	5.45
New Hamburg	6.15
Milton	6.30
Poughkeepsie	6.45
Kingston (Rondout).....	7.45

GOING SOUTH.

Leaves	A. M.
Kingston (Rondout).....	6.00
Poughkeepsie	7.00
Milton.....	7.15
New Hamburg.....	7.30
Newburgh.....	8.00
Cornwall	8.15
West Point	8.35
Highland Falls	8.40
Arrives at	
Foot West 129th Street.....	11.00
Foot West 42d Street	11.20
Desbrosses Street Pier	11.45

Meals served at all hours à la Carte

Table d'Hote Dinner 75 Cents.

EXCURSION TICKETS sold to West Point, returning via West Shore R. R., Hudson River R. R. or Central Hudson Steamboat Co. same day, and from June 28 to Sept. 18, by special Day Line steamer leaving West Point at 5.45 p. m. arriving in New York 8 40 p. m.

Convenient Route to the Catskill Mountains.

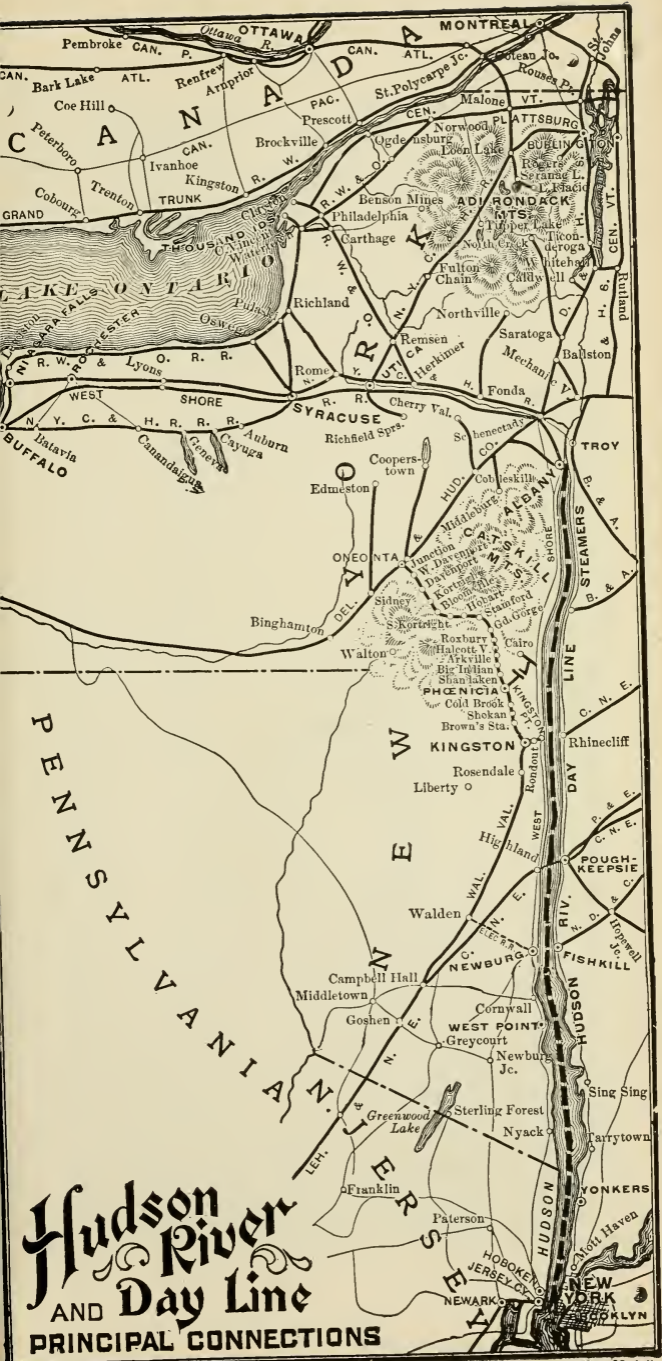
By this line an opportunity is afforded of viewing CRO' NEST, STORM KING, and other points of beauty and historic interest. The tourist sees the Hudson Highlands "at the gloaming", the finest hour for Mountain and River Scenery.

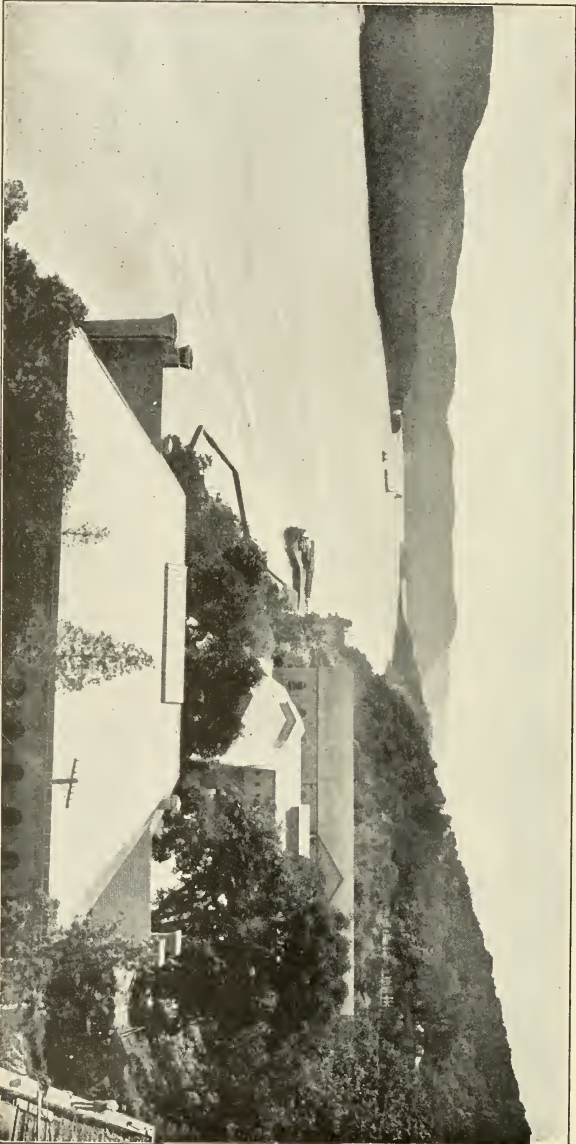
The return portion of all regular excursion tickets of Steamer Mary Powell will be accepted for passage on Hudson River Day Line, excepting Rondout on which an additional charge will be made. Hudson River Day Line tickets will be accepted for passage on Steamer Mary Powell.

For "booklet" and further information, address Capt. A. E. Anderson, General Manager, Desbrosses St. Pier, New York City.



ART GEM ON STEAMER "ALBANY."





ON THE DAY LINE. LOOKING SOUTH FROM WEST POINT.

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

SEASON OF 1910.

EXCURSION TICKETS

— SOLD BY —

DAY LINE STEAMERS.

Rates given are from New York; from Brooklyn 20 cents additional

Summer excursion tickets herein described will be sold from May 21st to October 22d, inclusive, and will be good until October 31st inclusive on railroad lines, except as otherwise noted.

Summer excursion tickets via the Hudson River Day Line will be valid for passage only until October 24th, 1910.

Steamer lines will be withdrawn as follows:

Day Line Steamers, last trip from New York, Oct. 22d, and from Albany Oct. 24th.

Lake Champlain and Lake George Steamers, about October 5th.

Richelieu & Ontario Nav. Co. Steamers on St. Lawrence River, about Sept. 30th.

Niagara Nav. Co. Steamers, about Oct 10th.

Thousand Islands Steamboat Co. Steamers, about October 31st.

This Line reserves the right to change any rates quoted herein without previous notice to the public.

Children between five and twelve years of age, half fare; over twelve, full fare.

One hundred and fifty pounds of baggage will be checked free on each full ticket, and seventy-five pounds on each half ticket. All baggage in excess of this weight will be charged for at the rates outlined in local excess baggage tariffs of the individual lines interested.

Through tickets from Western points to New York, reading via New York Central & Hudson River or West Shore Railroads from Albany to New York, will be accepted for passage on Day Line Steamers from Albany to New York. To avail themselves of this privilege, passengers will be required to have their rail tickets exchanged, if via the New York Central, either by Conductor before arrival at Albany or at Depot Ticket Office in that city. If via West Shore, exchange must be made by Conductor before reaching Voorheesville.

Through tickets from New York to western points, reading via New York Central & Hudson River or West Shore Railroads, will be accepted for passage on Day Line Steamers from New York to Albany. Passengers availing themselves of this privilege will be required to have their rail tickets exchanged at the office of the Purser on board the steamer.

Tickets reading via Delaware & Hudson R. R. are valid either via rail, or lake steamers between Fort Ticonderoga and Plattsburgh, or Hotel Champlain, and intermediate points, at the option of the holder, on notifying Conductor.

The coupons of tickets reading via Grand Trunk Ry. or Steamer between Toronto and Kingston; Kingston and Prescott; and Prescott and Montreal, are valid either by rail or by the Richelieu & Ontario Navigation Co.'s steamers.

Transfers between Stations are not included in Excursion Tickets except where specially noted.

While this Line issues tickets for passage over other Lines in addition to its own, it acts only as agent for the sale, and is not responsible for the carriage of passengers or baggage beyond its own Line, such tickets being subject to use in accordance with the rules of the respective companies over which they read.

Stop-over may be made at any point named on the tickets; but should passengers desire to leave a train or boat at a Station intermediate to those mentioned on a coupon, they should notify the proper official of the train or boat, who will either issue a stop-over check or mark the ticket, as may be the practice of his company, provided the Line on which station is located allows stop-over privileges. No stop-overs are allowed, however, by any Line on tourist tickets which may be limited to a continuous passage.

Unused tickets or unused portions of tickets that read over the Day Line Steamers will be promptly redeemed, if in the hands of the original purchaser, if sent to or presented at the office of the General Passenger Agent, Desbrosses Street Pier, New York.

If the ticket is a limited one, it must be sent previous to the expiration of the limit thereof.

Passengers will find that they will realize more by this course than by disposing of their unused tickets to unauthorized dealers. It is the desire of this company to fully protect its patrons against loss in cases where, from any cause, they do not use tickets purchased via this line.

Transportation companies are not responsible for lost tickets; therefore, all possible precaution should be taken to prevent their loss. Upon purchasing through tickets, passengers should make a memorandum of the "destination," "by what company issued," "form number," "consecutive number" and "place and date of sale." They should also make a memorandum of the consecutive numbers of their baggage checks. This will aid in their recovery if lost or stolen.

Summer tourists are reminded that many of the steamers and stage lines cease operations or make irregular trips after October 1st of each year. Passengers should consult local advertising matter for proper information.

DAY LINE STEAMERS

"HENDRICK HUDSON,"

"ROBERT FULTON" and "ALBANY"

LIST OF SUMMER EXCURSION TICKETS.

◆◆

ALBANY, N. Y.

Excursion 5 or 1.

Day Line Steamers.....in both directions
RATE.....\$3.50.

ALEXANDRIA BAY, N. Y.

Excursion 500.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Clayton
Steamer.....to Alexandria Bay
(Returning via Same Route.) RATE.....\$12.95.

ALEXANDRIA BAY, N. Y.

Excursion 501.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Clayton
Steamer.....to Alexandria Bay
Steamer.....to Clayton
N. Y. C. & H. R. R. R.....to New York
RATE.....\$14.55.

ALLABEN (Catskill Mountains), N. Y.

(See Shandaken, N. Y.)

ANCRAM LEAD MINES, N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry...to C. N. E. Ry. Depot
Central New England Ry.....to Ancram Lead Mines
(Returning via Same Route.) RATE.....\$3.00.

ANTLERS, The (Catskill Mountains), N. Y.

Excursion 119.

Day Line Steamers.....to Catskill
Catskill Mountain Ry.....to Otis Junction
Otis Railway.....to Otis Summit
Catskill & Tannersville R. R.....to The Antlers
(Returning via Same Route.) RATE.....\$4.85.

ARKVILLE (Catskill Mountains), N. Y.

Excursion 17 or 37.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Arkville
(Returning via Same Route.) RATE.....\$5.20.

AUSABLE CHASM, N. Y.

Excursion 339.

Day Line Steamers...to Albany
Delaware & Hudson R. R.....to Lake George
Lake George Steamer.....to Baldwin
Delaware & Hudson R. R.....to Port Kent
Keeseville, Ausable Chasm & L. Champlain R. R.
to Ausable Chasm
(Returning via Same Route.) RATE.....\$13.85.

BALLSTON, N. Y.

Excursion 300.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Ballston
(Returning via Same Route.) RATE.....\$5.42.

BIG INDIAN (Catskill Mountains), N. Y.

Excursion 16 or 33.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Big Indian
(Returning via Same Route.) RATE.....\$4.50.

BLOOMVILLE (Catskill Mountains), N. Y.

Excursion 15 or 46.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Bloomville
(Returning via Same Route.) RATE.....\$7.45.

BLUE MOUNTAIN LAKE, N. Y.

Excursion 337.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Saratoga
Adirondack Ry.....to North Creek
Stage.....to Blue Mountain Lake
(Returning via Same Route.) RATE.....\$13.25.

BLUE MOUNTAIN LAKE, N. Y.

Excursion 504.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Clearwater
Raquette Lake Ry.....to Raquette Lake
Raquette Lake Trans. Co.....to Blue Mountain Lake
(Returning via Same Route.) RATE.....\$13.85.

BLUFF POINT, N. Y. (Hotel Champlain.)

Excursion 301 or 324.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Bluff Point
(Returning via Same Route.) RATE.....\$12.43.



HOTEL CHAMPLAIN.

BLUFF POINT, N. Y. (Hotel Champlain)

Excursion 325.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Lake George
Lake George Steamer.....	to Baldwin
Delaware & Hudson R. R.....	to Bluff Point
Delaware & Hudson R. R.....	to Albany
Day Line Steamers.....	to New York
RATE.....	\$13.95.

BOICEVILLE (Catskill Mountains), N. Y.

Excursion 15 or 27.

Day Line Steamers.....	to Kingston Point
Ulster & Delaware R. R.....	to Boiceville
(Returning via Same Route.)	RATE.....\$3.60.

BOSTON, MASS.

Excursion 360.

Day Line Steamers.....	to Albany
Boston & Albany R. R.....	to Boston
Fall River Line.....	to New York
RATE.....	\$10.50.

BOSTON, MASS.

Excursion 365.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Troy
Boston & Maine R. R.....	to Boston
Fall River Line.....	to New York
RATE.....	\$10.60.

BOSTON, MASS.

Excursion 361.

Day Line Steamers.....	to Albany
Boston & Albany R. R.....	to Boston
N. Y. N. H. & H. R. R.....	to Providence
Providence Line.....	to New York
RATE.....	\$10.50.



ON THE DAY LINE—PASSING THROUGH THE HIGHLANDS.

BOSTON, MASS.

Excursion 366.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Troy
Boston & Maine R. R.....	to Boston
N. Y. N. H. & H. R. R.....	to Providence
Providence Line.....	to New York
RATE.....	\$10.60.

BOSTON, MASS.

Excursion 359.

Day Line Steamers.....	Albany
Boston & Albany R. R.....	Boston
Metropolitan S. S. Co.....	New York
RATE.....	\$10.50.

BOSTON, MASS.

Excursion 364.

Day Line Steamers.....	Albany
Delaware & Hudson R. R.....	Troy
Boston & Maine R. R.....	Boston
Metropolitan S. S. Co.....	New York
RATE.....	\$10.60

BOSTON, MASS.

Excursion 369.

Ending at Boston.

Day Line Steamers.....	to Albany
N. Y. C. & H. R. R. R.....	to Niagara Falls
N. Y. C. & H. R. R. R.....	to Lewiston
Niagara Navigation Co.'s Steamer.....	to Toronto
Richelieu & Ontario Nav. Co.'s St'r, or G. T. Ry.....	to Montreal
Grand Trunk Ry., or Richelieu Nav. Co.'s Steamer.....	to Quebec
Grand Trunk Railway.....	to Portland
Boston & Maine R. R.....	to Boston
RATE.....	\$33.10.



ON THE DAY LINE. LOADING: BAGGAGE.

BOSTON, MASS.

Excursion 370.
Ending at Boston.

Day Line Steamers.....	to Albany
N. Y. C. & H. R. R. R.....	to Niagara Falls
N. Y. C. & H. R. R. R.....	to Lewiston
Niagara Navigation Co.'s Steamer.....	to Toronto
Richelieu & Ontario Nav. Co.'s Str's, or G. T. Ry.....	to Montreal
Grand Trunk Railway.....	to Portland
Boston & Maine R. R.....	to Boston
RATE.....	\$28.60.

BOSTON, MASS.

(via Saratoga.)
Excursion 362.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Saratoga
Delaware & Hudson R. R.....	to Albany
Boston & Albany R. R.....	to Boston
Fall River Line.....	to New York
RATE.....	\$12.84.

BOSTON, MASS.

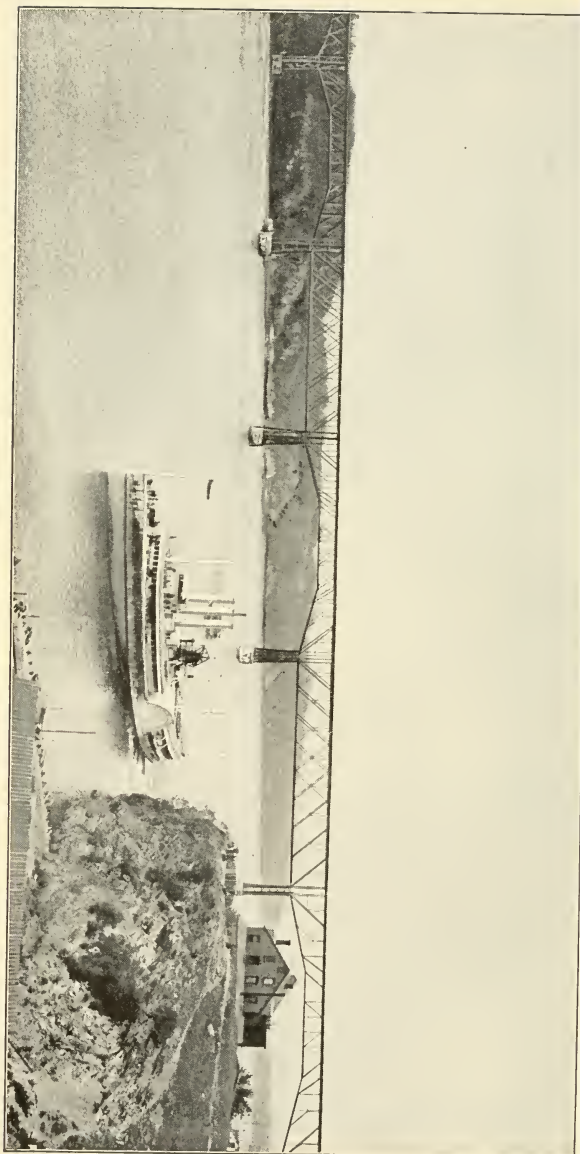
(via Saratoga.)
Excursion 367.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Saratoga
Boston & Maine R. R.....	to Boston
Fall River Line.....	to New York
RATE.....	\$12.27.

BOSTON, MASS.

(via Saratoga.)
Excursion 368.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Rutland
Rutland R. R.....	to Bellows Falls
Boston & Maine R. R.....	to Boston
Fall River Line.....	to New York
RATE.....	\$12.24.



ON THE DAY LINE. SOUTH FROM Poughkeepsie.

BOSTON, MASS.

Excursion 371.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Lake George
Lake George Steamers.....	to Baldwin
Delaware & Hudson R. R.....	to Fort Ticonderoga
Champlain Transportation Co.....	to Burlington
Central Vermont R. R.....	to Montpelier
Montpelier & Wells River R. R.....	to Wells River
Boston & Maine R. R. (C. & M. Div.).....	to Nashua Junc.
Boston & Maine R. R.....	to Boston
N. Y. N. H. & H. R. R.....	to Newport or Fall River
Fall River Line.....	to New York
RATE.....	\$17.87.

BOSTON CORNERS, N. Y.

Excursion 200.

Day Line Steamers.....	to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry.....	to C. N. E. Ry. Depot
Central New England Ry.....	to Boston Corners
(Returning via Same Route.) RATE.....	\$3.40.

BRODHEADS (Catskill Mountains), N. Y.

Excursion 15 or 25.

Day Line Steamers.....	to Kingston Point
Ulster and Delaware R. R.....	to Brodheads
(Returning via Same Route.) RATE.....	\$3.40.

BROWN'S STATION (Catskill Mountains), New York.

Excursion 15 or 24.

Day Line Steamers.....	to Kingston Point
Ulster & Delaware R. R.....	to Brown's Station
(Returning via Same Route.) RATE.....	\$3.20.

BUFFALO, N. Y.

Excursion 423.

Day Line Steamers.....	to Albany
New York Central & Hudson River R. R.....	to Buffalo
(Returning via Same Route.) RATE.....	\$15.50.

BUFFALO, N. Y.

Excursion 809.

Day Line Steamers.....	to Albany
West Shore R. R.....	to Buffalo
(Returning via Same Route.) RATE.....	\$15.50.

BURLINGTON, VT.

Excursion 377.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Troy
Boston & Maine R. R.....	to White Creek
Rutland R. R.....	to Burlington
(Returning via Same Route.) RATE.....	\$11.10.

BURLINGTON, VT.

Excursion 376.

Day Line Steamers.....	to Albany
Delaware & Hudson R. R.....	to Lake George
Lake George Steamers.....	to Baldwin
Delaware & Hudson R. R.....	to Fort Ticonderoga
Champlain Transportation Co.....	to Burlington
Champlain Transportation Co.....	to Fort Ticonderoga
Delaware & Hudson R. R.....	to Albany
Day Line Steamers.....	to New York
RATE.....	\$12.60.



ON THE DAY LINE. PASSING THROUGH THE HIGHLANDS.

BURLINGTON, VT.

Excursion 336.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Lake George
Lake George Steamer.....to Baldwin
Delaware & Hudson R. R.....to Fort Ticonderoga
Champlain Transportation Co.....to Burlington
(Returning via Same Route.) RATE.....\$13.93.

BURLINGTON, VT.

Excursion 335.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Fort Ticonderoga
Champlain Transportation Co.....to Burlington
(Returning via Same Route.) RATE.....\$11.10.

CAIRO (Catskill Mountains), N. Y.

Excursion 100 or 104.

Day Line Steamers.....to Catskill
Catskill Mountain Ry. and Cairo R. R.....to Cairo
(Returning via Same Route.) RATE.....\$4.75.

CALDWELL, N. Y.

(See Lake George, N. Y.)

CANAAN, N. Y.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to Canaan
(Returning via Same Route.) RATE.....\$4.05.

CAPE VINCENT, N. Y.

Excursion 508.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Cape Vincent
N. Y. C. & H. R. R. R.....to New York
RATE.....\$13.30.

CATSKILL, N. Y.

Excursion 5 or 3.

Day Line Steamers.....in both directions
RATE.....\$2.75.

CATSKILL MOUNTAIN STATION, N. Y.

See Otis Summit, N. Y.

CENTERVILLE, N. Y.

Excursion 230.

Day Line Steamers.....to Poughkeepsie
Ferry.....to Highland Landing
New Paltz, Highland & Poughkeepsie Trac. Co...to Centerville
(Baggage will be charged for extra.)
(Returning via Same Route.) RATE.....\$1.85.

CHATHAM, N. Y.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to Chatham
(Returning via Same Route.) RATE.....\$3.65.

CHICHESTERS (Catskill Mountains), N. Y.

Excursion 55 or 56.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Chichesters
(Returning via Same Route.) RATE.....\$4.05.



ON THE DAY LINE. ANTHONY'S NOSE—THE HIGHLANDS.

HOTEL CHIDLWOLD (Adirondack Mountains), N. Y.

Excursion 509.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Utica
N. Y. C. & H. R. R. R. (Adk. Div.).....to Childwold Station
Stage.....to Hotel Childwold
(Returning via Same Route.) RATE \$13.40.

CLAVERACK, N. Y.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to Claverack
(Returning via Same Route.) RATE.....\$3.05.

CLAYTON, N. Y.

Excursion 440.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Clayton
(Returning via Same Route.) RATE.....\$11.70

CLIFF HAVEN, N. Y.

Excursion No. 301 or 326.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Cliff Haven
(Returning via Same Route.) RATE.....\$12.45.

CLINTON CORNERS, N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry...to C. N. E. Ry. Depot
Central New England Ry.....to Clinton Corners
(Returning via Same Route.) RATE.....\$2.30.

COLD BROOK (Catskill Mountains), N. Y.

Excursion 16 or 28.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Cold Brook
(Returning via Same Route.) RATE.....\$3.65.

COOPERSTOWN, N. Y.

Excursion 346.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Cooperstown
(Returning via Same Route.) RATE.....\$9.02.

COOPERSTOWN, N. Y.

Excursion 380.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Cooperstown
Delaware & Hudson R. R.....to Albany
N. Y. C. & H. R. R. R.....to New York
RATE.....\$10.62.

CORNWALL, N. Y.

Local Excursion.

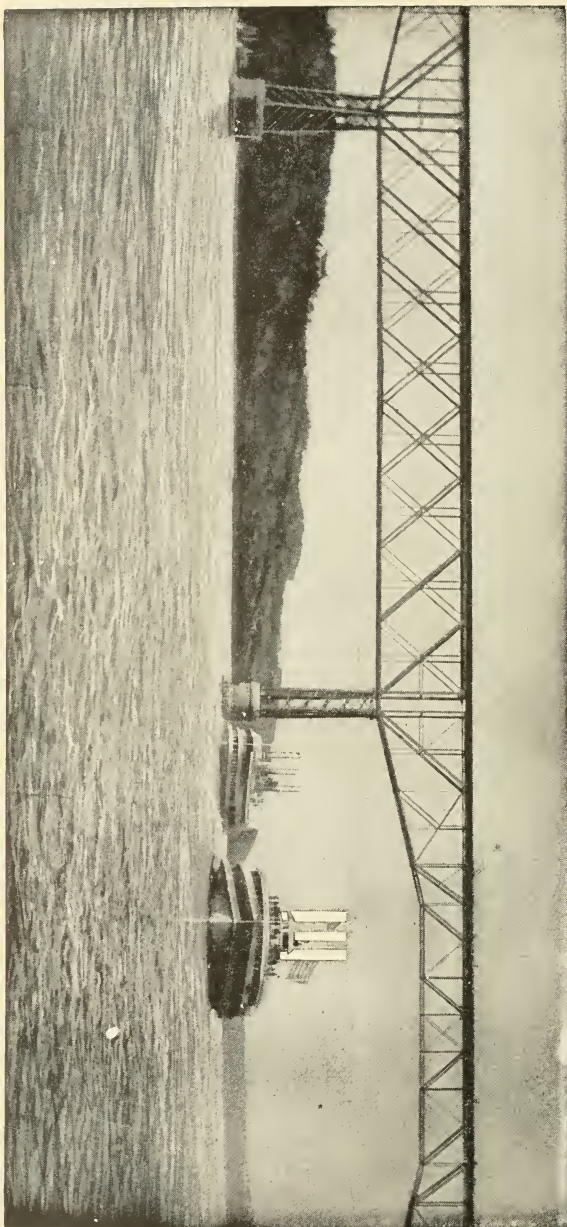
Day Line Steamers.....in both directions
RATE.....\$1.00.

Note.—Tickets to Cornwall are to be sold for steamer "Albany" only, while in commission, from June 27, to Sept. 17, 1910.

DAVENPORT CENTER, N. Y.

Excursion 18 or 49.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Davenport Center
(Returning via Same Route.) RATE.....\$8.30.



DAY LINE STEAMERS PASSING UNDER THE POUGHKEEPSIE BRIDGE

EAST CHATHAM, N. Y.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to East Chatham
(Returning via Same Route.) RATE.....\$3.85.

EAST MEREDITH, N. Y.

Excursion 18 or 48.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to East Meredith
(Returning via Same Route.) RATE.....\$8.20.

EDGEWOOD (Catskill Mountains), N. Y.

Excursion 55 or 58.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Edgewood
(Returning via Same Route.) RATE.....\$4.40.

ELIZABETHTOWN, N. Y.

Excursion 338.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Westport
Stage.....to Elizabethtown
(Returning via Same Route.) RATE.....\$12.80.

ELTINGS CORNERS, N. Y.

Excursion 230.

Day Line Steamers.....to Poughkeepsie
Ferry.....to Highland Landing
New Paltz, Highland & Po'keepsie Trac. Co.. to Eltings Corners
(Baggage will be charged for extra.)
(Returning via Same Route.) RATE.....\$1.95



APPROACHING THE DRAW AT ALBANY.

**FLEISCHMANN'S (Catskill Mountains),
N. Y.**

Formerly Griffins Corners.
Excursion 16 or 36.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Fleischmans
(Returning via Same Route.) RATE.....\$4.95.

FULTON CHAIN (Adirondacks), N. Y.
Excursion 431.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Utica
N. Y. C. & H. R. R. R. (Adk. Div.).....to Fulton Chain
(Returning via Same Route.) RATE.....\$9.45.

GABRIEL (Adirondacks), N. Y.
(See Paul Smith's Station.)

GHENT, N. Y.
Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to Ghent
(Returning via Same Route.) RATE.....\$3.45.



GRAND STAIRWAY, STEAMER "ALBANY."

GLENS FALLS, N. Y.

Excursion 300.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Glens Falls
(Returning via Same Route.) RATE.....\$7.16.

GRAND GORGE (Catskill Mountains), N. Y.

Excursion 17 or 41.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Grand Gorge
(Returning via Same Route.) RATE.....\$6.20.

GRAND HOTEL STATION (Catskill Mountains), N. Y.

Excursion 16 or 35.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Grand Hotel Station
(Returning via Same Route.) RATE.....\$4.75.

HAINES FALLS (Catskill Mountains), N. Y.

Excursion 113 or 115.


Day Line Steamers.....to Catskill
Catskill Mountain Ry.....to Otis Junction
Otis Ry.....to Otis Summit
Catskill & Tannersville Ry.....to Haines Falls
(Returning via Same Route.) RATE.....\$4.85.

HAINES FALLS (Catskill Mountains), N. Y.

Excursion 55 or 67.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Haines Falls
(Returning via Same Route.) RATE.....\$4.95.



ON THE DAY LINE. THE PALISADES. 

**HALCOTTVILLE (Catskill Mountains),
New York.**

Excursion 17 or 39.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Halcottville
(Returning via Same Route.) RATE.....\$5.50.

HIGHLAND, N. Y.

Excursion 230.

Day Line Steamers..... to Poughkeepsie
Ferry..... to Highland Landing
New Paltz, Highland & Poughkeepsie Trac. Co..... to Highland
(Baggage will be charged for extra.)
(Returning via Same Route.) RATE.....\$1.75.

HOBART (Catskill Mountains), N. Y.

Excursion 17 or 44.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Hobart
(Returning via Same Route.) RATE.....\$6.95.

HUDSON, N. Y.

Excursion 5 or 2.

Day Line Steamers..... in both directions
Rate.....\$2.75.

HUNTER (Catskill Mountains), N. Y.

Excursion 55 or 60.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Hunter
(Returning via Same Route.) RATE.....\$4.85.

KAATERSKILL (Catskill Mountains), N. Y.

Excursion 55 or 69.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Kaaterskill
(Returning via Same Route.) RATE.....\$5.10.

**KAATERSKILL JUNCTION (Catskill
Mountains), N. Y.**

Excursion 55 or 59.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Kaaterskill Junc.
(Returning via Same Route.) RATE.....\$4.65.

**KELLEYS CORNERS (Catskill Moun-
tains), N. Y.**

Excursion 17 or 38.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Kelleys Corners
(Returning via Same Route.) RATE.....\$5.35.

KINGSTON POINT, N. Y.

Excursion 5 or 4.

Day Line Steamers..... in both directions
RATE.....\$2.25.

KORTRIGHT STATION, N. Y.

Excursion 18 or 47.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Kortright Station
(Returning via Same Route.) RATE.....\$7.75.



ON THE DAY LINE. HAVERSTRAW BAY.

LAKE GEORGE (Caldwell), N. Y.

Excursion 300

Day Line Steamers to Albany
Delaware & Hudson R. R. to Lake George
(Returning via Same Route.) RATE.....\$7.70

LAKE MOHONK. N. Y.

Excursion 329.

Day Line Steamers to Poughkeepsie
Ferry to Highland Landing
New Paltz, Highland & Poughkeepsie Trac. Co. . . to New Paltz
Smiley's Stages to Lake Mohonk
(Baggage extra. Checked to New Paltz only.)
(Returning via Same Route.) RATE.....\$4.50.

LAKE PLACID (Adirondack Mountains), N. Y.

Excursion 342.

Day Line Steamers to Albany
Delaware & Hudson R. R. to Lake Placid
(Returning via Same Route.) RATE.....\$13.15.

LAKE PLACID (Adirondack Mountains), N. Y.

Excursion 520.

Day Line Steamers to Albany
N. Y. C. & H. R. R. R. to Utica
N. Y. C. & H. R. R. R. (Adk. Div.) to Saranac Lake
Delaware & Hudson R. R. to Lake Placid
(Returning via Same Route.) RATE.....\$13.15.



A DRAWING ROOM, STEAMER "ALBANY."

LANESVILLE (Catskill Mountains), N. Y.

Excursion 55 or 57.

Day Line Steamersto Kingston Point
Ulster & Delaware R. R.to Lanesville
(Returning via Same Route.) **RATE.....\$4.25.**

**LAUREL STATION (Catskill Mountains),
N. Y.**

Excursion 113 or 114.

Day Line Steamersto Catskill
Catskill Mountain Ry.to Otis Junction
Otis Ry.to Otis Summit
Catskill & Tannersville R. R.to Laurel Station
(Returning via Same Route.) **RATE.....\$4.85.**

**LAUREL STATION (Catskill Mountains),
N. Y.**

Excursion 55 or 68.

Day Line Steamersto Kingston Point
Ulster & Delaware R. R.to Laurel Station
(Returning via Same Route.) **RATE.....\$5.10.**

**LAWRENCEVILLE (Catskill Mountains)
N. Y.**

Excursion 100 or 105.

Day Line Steamersto Catskill
Catskill Mountain Ry.to Lawrenceville
(Returning via Same Route.) **RATE.....\$4.35.**

LEEDS (Catskill Mountains), N. Y.

Excursion 100 or 101.

Day Line Steamersto Catskill
Catskill Mountain Ry.to Leeds
(Returning via Same Route.) **RATE.....\$3.55.**



TOW OF ICE BARGES.



MOHONK LAKE HOUSE, ULSTER CO., Y. N.

LOON LAKE STATION (Adirondack Mountains), N. Y.

Excursion 436.

Day Line Steamersto Albany
 N. Y. C. & H. R. R.to Utica
 N. Y. C. & H. R. R. R. (Adk. Div.)....to Loon Lake Station
 (Returning via Same Route.) **RATE....\$12.55.**

LOYD, N. Y.

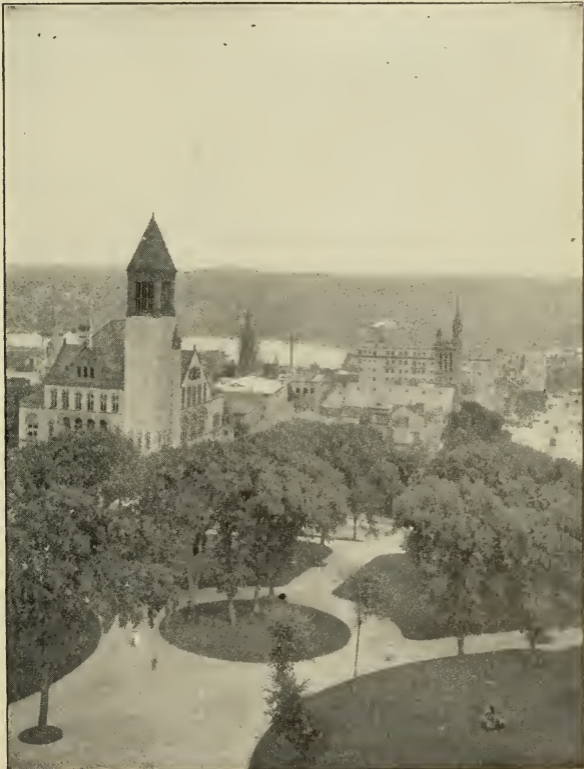
Excursion 230.

Day Line Steamers.....to Poughkeepsie
 Ferry.....to Highland Landing
 New Paltz, Highland & Poughkeepsie Trac. Co.....to Loyd
 (Baggage will be charged for extra.)
 (Returning via Same Route.) **RATE.....\$1.85.**

McINTYRE, N. Y.

Excursion 200.

Day Line Steamersto Poughkeepsie
 Po'keepsie City & Wappinger's Falls Ry..to P. & E. Ry. Depot
 Poughkeepsie & Eastern Ry.....to McIntyre
 (Returning via Same Route.) **RATE.....\$2.50.**



A VISTA OF THE HUDSON FROM THE CAPITOL AT ALBANY.

MELLENVILLE, N. Y.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to Mellenville
(Returning via Same Route.) RATE.....\$3.25.

MONTREAL, P. Q.

Excursion 537.

Ending at Montreal.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Clayton
Steamer.....to Alexandria Bay
Richelieu & Ontario Nav. Co.....to Montreal
RATE.....\$12.15.

MONTREAL, P. Q.

Excursion 536.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Rouse's Point
Grand Trunk Ry.....to Montreal
(Returning via Same Route.) RATE.....\$15.65.

MONTREAL, P. Q.

Excursion 533.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Montreal
(Returning via Same Route.) RATE.....\$15.65.

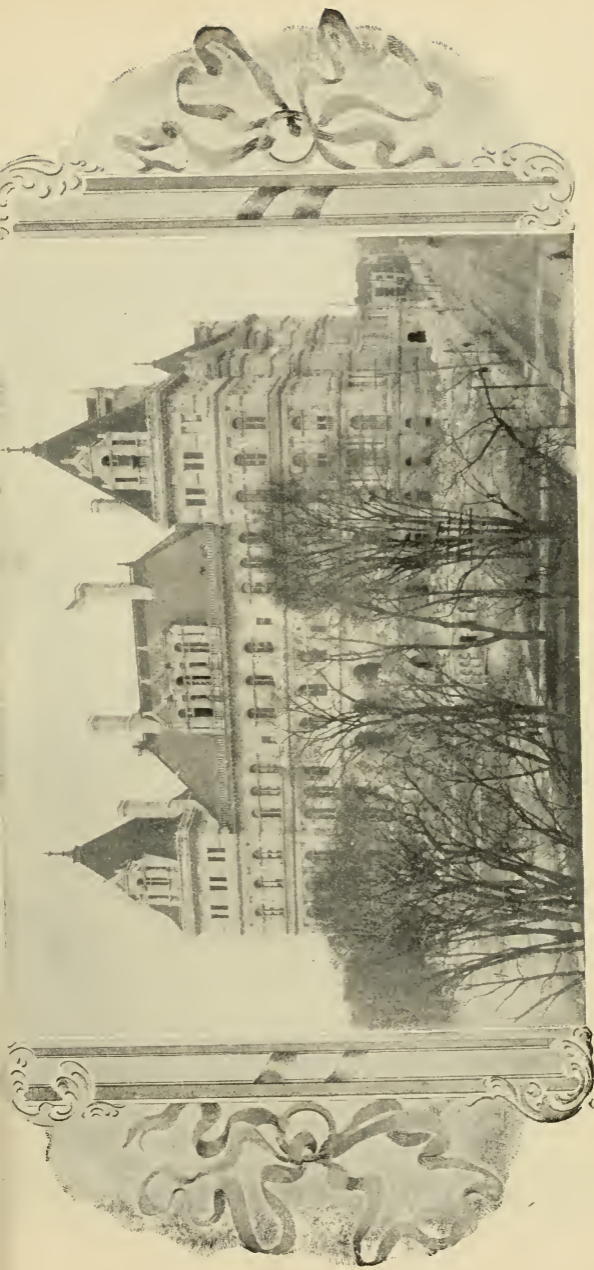
MONTREAL, P. Q.

Excursion 534.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Montreal
N. Y. C. & H. R. R. R.....to New York
RATE.....\$17.23.



ANTHONY'S NOSE. THE HIGHLANDS.



ON THE DAY LINE. THE CAPITOL AT ALBANY.

MONTREAL, P. Q.

Excursion 535.

Day Line Steamers.....to Albany
 N. Y. C. & H. R. R. R.....to Montreal
 Grand Trunk Ry.....to Rouse's Point
 Delaware & Hudson R. R.....to Troy
 N. Y. C. & H. R. R. R.....to New York
 RATE.....\$19.45.

MONTREAL, P. Q.

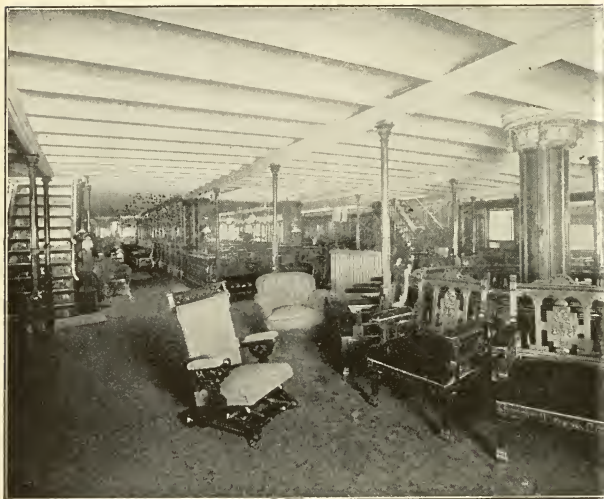
Excursion 536.

Day Line Steamers.....to Albany
 N. Y. C. & H. R. R. R.....to Montreal
 Grand Trunk Ry.....to Rouse's Point
 Delaware & Hudson R. R.....to Plattsburgh
 Champlain Trans. Co.....to Fort Ticonderoga
 Delaware & Hudson R. R.....to Baldwin
 Lake George Steamer.....to Lake George
 Delaware & Hudson R. R.....to Albany
 Day Line Steamers.....to New York
 RATE.....\$18.86.

MONTREAL, P. Q.

Excursion 538.

Day Line Steamers.....to Albany
 N. Y. C. & H. R. R. R.....to Clayton
 Richelieu & Ontario Nav. Co.....to Montreal
 Grand Trunk Ry.....to Rouse's Point
 Delaware & Hudson R. R.....to Troy
 N. Y. C. & H. R. R. R.....to New York
 RATE.....\$22.45.



GRAND SALOON, STEAMER "ALBANY."

MONTREAL, P. Q.

Excursion 543.

Ending at Montreal.

Day Line Steamers	to Albany
N. Y. C. & H. R. R. R.	to Niagara Falls
N. Y. C. & H. R. R. R.	to Lewiston
Niagara Nav. Co.'s Steamer	to Toronto
Richelieu & Ontario Nav. Co.'s St'rs, or G. T. Ry.	to Montreal
RATE	\$18.80.

MONTREAL, P. Q.

Excursion 542.

Day Line Steamers	to Albany
N. Y. C. & H. R. R. R.	to Niagara Falls
N. Y. C. & H. R. R. R.	to Lewiston
N. Y. C. & H. R. R. R.	to Clayton
Thousand Island Steamboat Co.	to Alexandria Bay
Richelieu & Ontario Nav. Co.	to Montreal
Grand Trunk Railway	to Rouse's Point
Delaware & Hudson R. R.	to Plattsburgh
Champlain Transportation Co.'s Steamer	to Fort Ticonderoga
Delaware & Hudson R. R.	to Baldwin
Lake George Steamer	to Lake George
Delaware & Hudson R. R.	to Saratoga
Delaware & Hudson R. R.	to Troy
N. Y. C. & H. R. R. R.	to New York
RATE	\$30.00.

MONTREAL, P. Q.

Excursion 541.

Day Line Steamers	to Albany
N. Y. C. & H. R. R. R.	to Niagara Falls
N. Y. C. & H. R. R. R.	to Lewiston
N. Y. C. & H. R. R. R.	to Clayton
Thousand Island Steamboat Co.	to Alexandria Bay
Richelieu & Ontario Nav. Co.	to Montreal
Grand Trunk Railway	to Rouse's Point
Delaware & Hudson R. R.	to Plattsburgh
Champlain Transportation Co.	to Fort Ticonderoga
Delaware & Hudson R. R.	to Troy
N. Y. C. & H. R. R. R.	to New York
RATE	\$29.10.

MONTREAL, P. Q.

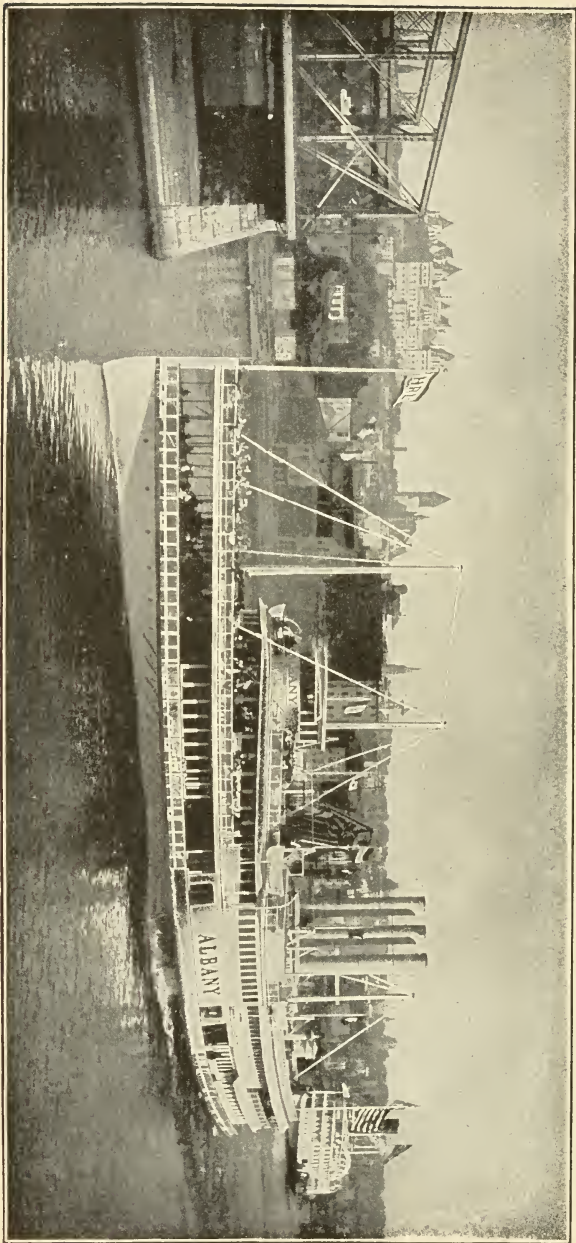
Excursion 532.

Day Line Steamers	to Albany
Delaware & Hudson R. R.	to Troy
Boston & Maine R. R.	to White Creek
Rutland R. R.	to Montreal
(Returning via Same Route.)	RATE \$15.65.

MONTREAL, P. Q.

Excursion 544.

Day Line Steamers	to Albany
Delaware & Hudson R. R.	to Troy
Boston & Maine R. R.	to White Creek
Rutland R. R.	to Montreal
Grand Trunk R. R.	to Rouse's Point
Delaware & Hudson R. R.	to Plattsburgh
Champlain Transportation Co.'s Steamer	to Fort Ticonderoga
Delaware & Hudson R. R.	to Baldwin
Lake George Steamer	to Lake George
Delaware & Hudson R. R.	to Saratoga
Delaware & Hudson R. R.	to Troy
N. Y. C. & H. R. R. R.	to New York
RATE	\$20.35.



DAY LINE STEAMER "ALBANY" LEAVING ALBANY 8.30 A. M.

MONTREAL, P. Q.

Excursion 540.

Day Line Steamers	to Albany
N. Y. C. & H. R. R. Rm	to Niagara
N. Y. C. & H. R. R. R.	to Lewiston
Niagara Nav. Co.'s Steamer	to Toronto
Richelieu & Ontario Nav. Co.'s st'mrs, or G. T. Ry.	to Montreal
Grand Trunk Railway	to Rouse's Point
Delaware & Hudson R. R.	to Plattsburgh
Champlain Transportation Co.'s Steamer	to Fort Ticonderoga
Delaware & Hudson R. R.	to Baldwin
Lake George Steamer	to Lake George
Delaware & Hudson R. R.	to Saratoga
Delaware & Hudson R. R.	to Troy
N. Y. C. & H. R. R. R.	to New York
RATE	\$30.00.

MONTREAL, P. Q.

Excursion 539.

Day line Steamers	to Albany
N. Y. C. & H. R. R. R.	to Niagara Falls
N. Y. C. & H. R. R. R.	to Lewiston
Niagara Nav. Co.'s Steamer	to Toronto
Richelieu & Ontario Nav. Co.'s st'mrs, or G. T. Ry.	to Montreal
Grand Trunk Railway	to Rouse's Point
Delaware & Hudson R. R.	to Plattsburgh
Champlain Transportation Co.	to Fort Ticonderoga
Delaware & Hudson R. R.	to Troy
N. Y. C. & H. R. R. R.	to New York
RATE	\$29.10.

MOUNT BEACON, N. Y.

Excursion 465.

Day Line Steamers	to Newburgh
Ferry	to Fishkill Landing
Trolley	to Foot of Mountain
Mt. Beacon Incline Ry.	to Summit
(Returning via Same Route.) RATE	\$1.50.
(Tickets limited to date of sale.)	

MOUNT BEACON, N. Y.

Excursion 466.

Day Line Steamers	to Newburgh
Ferry	to Fishkill Landing
Trolley	to Foot of Mountain
Mt. Beacon Incline Ry.	to Summit
Mt. Beacon Incline Ry.	to Foot of Mountain
Trolley	to Fishkill Landing
Central-Hudson Stbt. Co.	to New York
(Tickets limited to date of sale.) RATE	\$1.50.

MOUNT PLEASANT (Catskill Mountains), N. Y.

Excursion 16 or 29.

Day Line Steamers	to Kingston Point
Ulster & Delaware R. R.	to Mt. Pleasant
(Returning via Same Route.) RATE	\$3.80.

NEWBURGH, N. Y.

Day Line Steamers in both directions.

RATE.....\$1.00.

(This trip allows one and three-quarter hours to visit Washington's Head-quarters.)

NEWBURGH, N. Y.

Excursion 451.

Day Line Steamers.....to Newburgh
Ferry.....to Fishkill
N. Y. C. & H. R. R. R.....to New York
(Tickets limited to Date of Sale.) RATE.....\$1.80.

(This allows ample time to take the trip up the Mount Beacon Incline Railway, via trolley from Fishkill Landing.)

NEWBURGH, N. Y.

Excursion 856.

Day Line Steamers.....to Newburgh
West Shore R. R.....to New York
(Tickets limited to Date of Sale.) RATE.....\$1.75.

NEWBURGH, N. Y.

Excursion 460.

Day Line Steamers.....to Newburgh
Central-Hudson Steamboat Co.....to New York
RATE.....\$1.25.

NEW PALTZ, N. Y.

Excursion 230 or 238.

Day Line Steamers.....to Poughkeepsie
Ferry.....to Highland Landing
New Paltz, Highland & Poughkeepsie Trac. Co.....to New Paltz
(Baggage will be charged for extra.)

(Returning via Same Route.) RATE.....\$2.00.

NIAGARA FALLS, N. Y.

Excursion 561.

(Ending at Niagara Falls.)

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Saratoga
Delaware & Hudson R. R.....to Schenectady
N. Y. C. & H. R. R. R.....to Niagara Falls
RATE.....\$9.71.

NIAGARA FALLS, N. Y.

Excursion 425.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Niagara Falls
(Returning via Same Route.) RATE.....\$15.50.

NIAGARA FALLS, N. Y.

Excursion 810.

Day Line Steamers.....to Albany
West Shore R. R.....to Niagara Falls
(Returning via Same Route.) RATE.....\$15.50.

NIAGARA FALLS, N. Y.

Excursion 560.

Day Line Steamers to Albany
N. Y. C. & H. R. R. R. to Niagara Falls
N. Y. C. & H. R. R. R. to New York
RATE.....\$16.50.

NIAGARA FALLS, N. Y.

Excursion 563.

Day Line Steamers to Albany
N. Y. C. & H. R. R. R. to Niagara Falls
Erie Railroad..... to New York
RATE.....\$16.15.

NIAGARA FALLS, N. Y.

Excursion 564.

Day Line Steamers..... to Albany
N. Y. C. & H. R. R. R..... to Niagara Falls
Lehigh Valley R. R..... to New York
RATE.....\$16.15.

NORTH ADAMS, MASS.

Excursion 250.

Day Line Steamers to Hudson
Boston & Albany R. R. to North Adams
(Returning via Same Route.) RATE.....\$5.75.

NORTH ADAMS, MASS.

Excursion 355.

Day Line Steamers to Albany
Delaware & Hudson R. R..... to Troy
Boston & Maine R. R..... to North Adams
(Returning via Same Route.) RATE.....\$6.46.

OHIOVILLE, N. Y.

Excursion 230.

Day Line Steamers to Poughkeepsie
Ferry..... to Highland Landing
New Paltz, Highland & Poughkeepsie Trac. Co..... to Ohioville
(Baggage will be charged for extra.)
(Returning via Same Route.) RATE.....\$1.95.

OLIVE BRANCH (Catskill Mountains), N. Y.

Excursion 15 or 23.

Day Line Steamers to Kingston Point
Ulster & Delaware R. R..... to Olive Branch
(Returning via Same Route.) RATE.....\$3.05.

ONEONTA, N. Y.

Excursion 18 or 51.

Day Line Steamers..... to Kingston Point
Ulster & Delaware R. R..... to Oneonta
(Returning via Same Route.) RATE.....\$8.40.

OTIS JUNCTION (Catskill Mountains), N. Y.

Formerly Mountain House Station.

Excursion 100 or 106.

Day Line Steamers..... to Catskill
Catskill Mountain Railway..... to Otis Junction
(Returning via Same Route.) RATE.....\$4.35.



ON THE DAY LINE. THE PALISADES NEAR FORT LEE.

OTIS SUMMIT, N. Y.

Terminus Otis Ry.
Excursion 112.

Day Line Steamers.....to Catskill
Catskill Mountain Ry.....to Otis Junction
Otis Ry.....to Otis Summit
(Returning via Same Route.) RATE.....\$4.85.

PALENVILLE (Catskill Mountains), N. Y.

Excursion 100 or 107.

Day Line Steamers.....to Catskill
Catskill Mountain Railway.....to Palenville
(Returning via Same Route.) RATE.....\$4.75.

PAUL SMITH'S HOTEL (Adirondack Mountains), N. Y.

Excursion 459.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Lake Clear Junction
Paul Smith's Ry.....to Paul Smith's Hotel
(Returning via Same Route.) RATE.....\$13.35.

PAUL SMITH'S STATION (Gabriel, Adirondack Mountains), N. Y.

Excursion 435.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Utica
N. Y. C. & H. R. R. R. (Adk. Div.).....to Paul Smith's Station
(Returning via Same Route.) RATE.....\$12.55.

PHOENICIA (Catskill Mountains), N. Y.

Excursion 16 or 30.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Phoenicia
(Returning via Same Route.) RATE.....\$3.95.



SUGAR LOAF MOUNTAIN. THE HIGHLANDS.

PINE HILL (Catskill Mountains), N. Y.

Excursion 16 or 34.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Pine Hill
(Returning via Same Route.) RATE.....\$4.65.

PINE PLAINS, N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry..to C. N. E. Ry. Depot
Central New England Ry.....to Pine Plains
(Returning via Same Route.) RATE.....\$2.90.

PITTSFIELD, MASS.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to Pittsfield
(Returning via Same Route.) RATE.....\$4.55.

PLATTSBURGH, N. Y.

Excursion 301.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Plattsburgh
(Returning via Same Route.) RATE.....\$12.43.

PLEASANT VALLEY, N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry..to C. N. E. Ry. Depot
Central New England Ry.....to Pleasant Valley
(Returning via Same Route.) RATE.....\$2.00.



ON THE DAY LINE. POUGHKEEPSIE LANDING.

PORT KENT, N. Y.

Excursion 301.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Port Kent
(Returning via Same Route.) RATE.....\$11.85.

POUGHKEEPSIE, N. Y.

Day Line Steamers in both directions.

RATE...\$1.50.

(Close connection is made with down boat.)

POUGHKEEPSIE, N. Y.

Excursion 452.

Day Line Steamers.....to Poughkeepsie
N. Y. C. & H. R. R.....to New York
(Tickets limited to date of sale.) RATE.....\$2.00.

POUGHKEEPSIE, N. Y.

Excursion 857.

Day Line Steamers.....to Poughkeepsie
Ferry.....to Highland
West Shore R. R.....to New York
(Tickets limited to date of sale.) RATE.....\$2.00.

PRATT'S MILLS, N. Y.

Excursion 230.

Day Line Steamers.....to Poughkeepsie
Ferry.....to Highland Landing
New Paltz, Highland & Poughkeepsie Trac. Co. to Pratt's Mills
(Baggage will be charged for extra.)
(Returning via Same Route.) RATE.....\$1.75.



KINGSTON POINT LANDING.

QUEBEC, P. Q.

Excursion 571.
(Ending at Quebec.)

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Niagara Falls
N. Y. C. & H. R. R. R.....to Lewiston
Niagara Nav. Co.'s Steamer.....to Toronto
G. T. Ry. or Rich. & Ont. Nav. Co.'s Steamers.....to Montreal
Rich. & Ont. Nav. Co.'s Steamers or G. T. Ry.....to Quebec
RATE.....\$23.05.

RICHFIELD SPRINGS, N. Y.

Excursion 575.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Utica
Delaware, Lackawanna & Western R. R.....to Richfield Springs
Delaware, Lackawanna & Western R. R.....to Utica
N. Y. C. & H. R. R. R.....to New York
RATE.....\$10.05.

ROUND LAKE, N. Y.

Excursion 300.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Round Lake
(Returning via Same Route.) RATE.....\$5.05.

ROXBURY (Catskill Mountains), N. Y.

Excursion 17 or 40.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Roxbury
(Returning via Same Route.) RATE.....\$5.85.

SALT POINT, N. Y.^f

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry..to C. N. E. Ry. Depot
Central New England Ry.....to Salt Point
(Returning via Same Route.) RATE.....\$2.10.

SARANAC INN STATION (Adirondack Mountains), N. Y.

Excursion 433.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Utica
N. Y. C. & H. R. R. R. (Adk. Div.).....to Saranac Inn Station
(Returning via Same Route.) RATE.....\$12.20.

SARANAC LAKE (Adirondack Mountains), N. Y.

Excursion 340.

Day Line Steamers.....to Albany
Delaware & Hudson Co.....to Saranac Lake
(Returning via Same Route.) RATE.....\$12.55.



PASSING STORM KING MOUNTAIN.

SARANAC LAKE (Adirondack Mountains), N. Y.

Excursion 387.

Day Line Steamers	to Albany
Delaware & Hudson R. R.	to Lake George
Lake George Steamer	to Baldwin
Delaware & Hudson R. R.	to Saranac Lake
Delaware & Hudson R. R.	to Albany
Day Line Steamers	to New York
RATE	\$14.05.

SARANAC LAKE (Adirondack Mountains), N. Y.

Excursion 434.

Day Line Steamers	to Albany
N. Y. C. & H. R. R. R.	to Utica
N. Y. C. & H. R. R. R. (Adk. Div.)	to Saranac Lake
(Returning via Same Route.)	RATE \$12.55

SARATOGA SPRINGS, N. Y.

Excursion 300 or 318.

Day Line Steamers	to Albany
Delaware & Hudson R. R.	to Saratoga Springs
(Returning via Same Route.)	RATE \$5.85.

SHANDAKEN (Catskill Mountains), N. Y.

Excursion 16 or 32.

Day Line Steamers	to Kingston Point
Ulster & Delaware R. R.	to Shandaken
(Returning via Same Route.)	RATE \$4.25.

SHARON SPRINGS, N. Y.

Excursion 388.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Sharon Springs
Delaware & Hudson R. R.....to Albany
N. Y. C. & H. R. R. R.....to New York
RATE.....\$8.64.

SHARON SPRINGS, N. Y.

Excursion 345.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Sharon Springs
(Returning via Same Route.) RATE.....\$7.04.

SHOKAN (Catskill Mountains), N. Y.

Excursion 15 or 26.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Shokan
(Returning via Same Route.) RATE.....\$3.45.

SILVER BAY, N. Y.

Excursion 330.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.....to Lake George
Lake George Steamer.....to Silver Bay
(Returning via Same Route.) RATE.....\$10.10.

SOUTH CAIRO (Catskill Mountains), N. Y.

Excursion 100 or 103.

Day Line Steamers.....to Catskill
Catskill Mountain Railway.....to South Cairo
(Returning via Same Route.) RATE.....\$3.95.

SOUTH GILBOA (Catskill Mountains), N. Y.

Excursion 17 or 42.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to South Gilboa
(Returning via Same Route.) RATE.....\$6.55.

SOUTH KORTRIGHT (Catskill Moun- tains), N. Y.

Excursion 18 or 45.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to South Kortright
(Returning via Same Route.) RATE.....\$7.15.

STAMFORD (Catskill Mountains), N. Y.

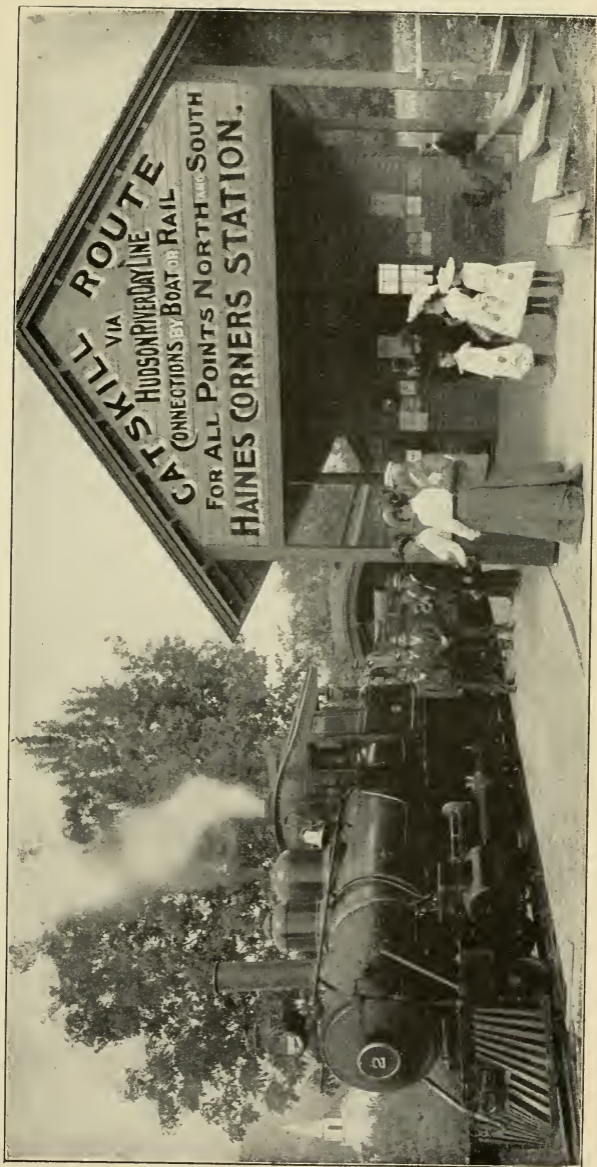
Excursion 17 or 43.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Stamford
(Returning via Same Route.) RATE.....\$6.75.

STANFORDVILLE N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Po'keepsie City & Wappinger's Falls Ry...to C. N. E. Ry. Depot
Central New England Ry.....to Stanfordville
(Returning via Same Route.) RATE.....\$2.50.



THE CATSKILL & TANNERSVILLE R. R. DEPOT AT HAINES' FALLS, N. Y.

STATE LINE, MASS.

Excursion 250.

Day Line Steamers.....to Hudson
Boston & Albany R. R.....to State Line
(Returning via Same Route.) RATE.....\$4.15.

STISSING JUNCTION, N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Poughkeepsie City & Wappinger's Falls R. R. to C. N. E. Ry. Depot
Central New England Ry.....to Stissing
(Returning via Same Route.) RATE.....\$2.60.

TANNERSVILLE (Catskill Mountains), New York.

Excursion 55 or 66.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to Tannersville
(Returning via Same Route.) RATE.....\$4.85.

TANNERSVILLE (Catskill Mountains), New York.

Excursion 113 or 116.

Day Line Steamers.....to Catskill
Catskill Mountain Ry.....to Otis Junction
Otis Elevating Ry.....to Otis Summit
Catskill & Tannersville R. R.....to Tannersville
(Returning via Same Route.) RATE.....\$4.85.

TUPPER LAKE JUNCTION (Adirondack Mountains), N. Y.

Excursion 432.

Day Line Steamers.....to Albany
N. Y. C. & H. R. R. R.....to Utica
N. Y. C. & H. R. R. R. (Adk. Div.)...to Tupper Lake Junction
(Returning via Same Route.) RATE....\$11.60.

WEST DAVENPORT, N. Y.

Excursion 18 or 50.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to West Davenport
(Returning via Same Route.) RATE.....\$8.40.

WEST HURLEY (Catskill Mountains), N. Y.

Excursion 15 or 22.

Day Line Steamers.....to Kingston Point
Ulster & Delaware R. R.....to West Hurley
(Returning via Same Route.) RATE.....\$2.85.

WEST POINT, N. Y.

Day Line Steamers in both directions.

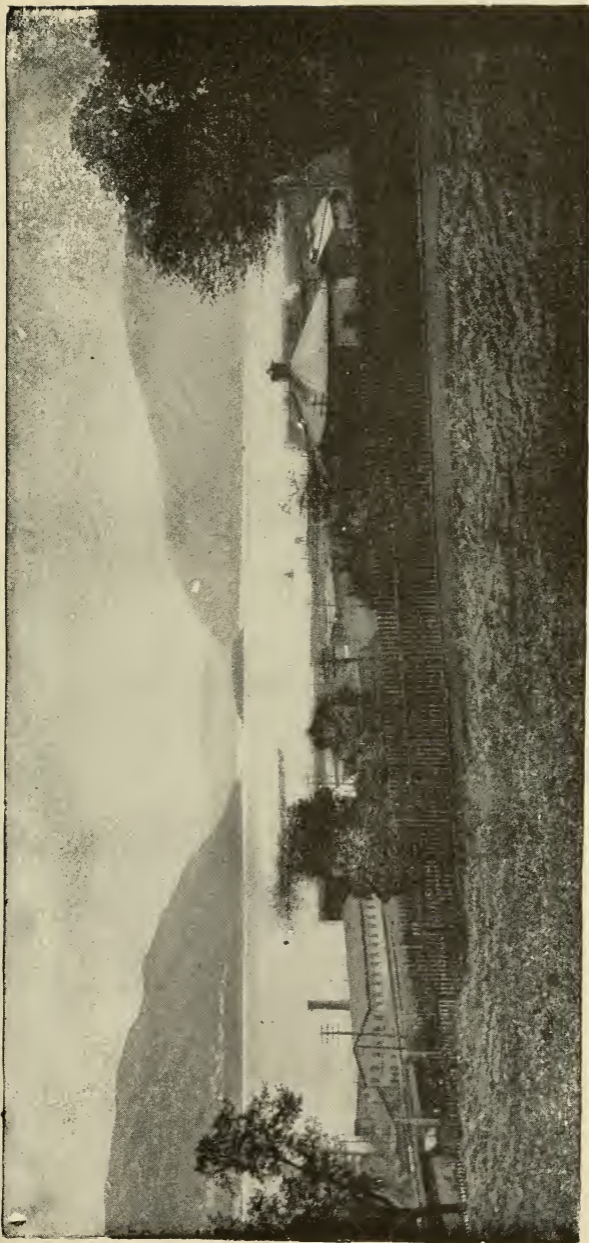
RATE.....\$1.00.

(This trip allows three hours to visit Points of interest.)

WEST POINT, N. Y.

Excursion 450.

Day Line Steamers.....to West Point
Ferry.....to Garrison's
N. Y. C. & H. R. R. R.....to New York
(Tickets limited to Date of Sale.) RATE.....\$1.60.



ON THE DAY LINE, LOOKING SOUTH FROM WASHINGTON'S HEADQUARTERS.

WEST POINT, N. Y.

Excursion 855.

Day Line Steamersto West Point
West Shore R. R.to New York
(Tickets limited to Date of Sale.) RATE.....\$1.50.

WESTPORT, N. Y.

Excursion 301.

Day Line Steamers.....to Albany
Delaware & Hudson R. R.to Westport
(Returning via Same Route.) RATE.....\$10.80.

WILLOW BROOK, N. Y.

Excursion 200.

Day Line Steamers.....to Poughkeepsie
Poughkeepsie City & Wappinger's Falls Ry. to C. N. E. Ry. Depot
Central New England Ry.to Willow Brook
(Returning via Same Route.) RATE.....\$2.40.

SPECIAL INFORMATION.



Telephone service with booths,
and operators in attendance,
will be found on West 42nd
Street Pier.



Arrangements have been made with the

“ YELLOW TAXICAB COMPANY ”

for the convenience of our patrons
to have cabs at West 42nd Street
Pier on arrival of all boats.

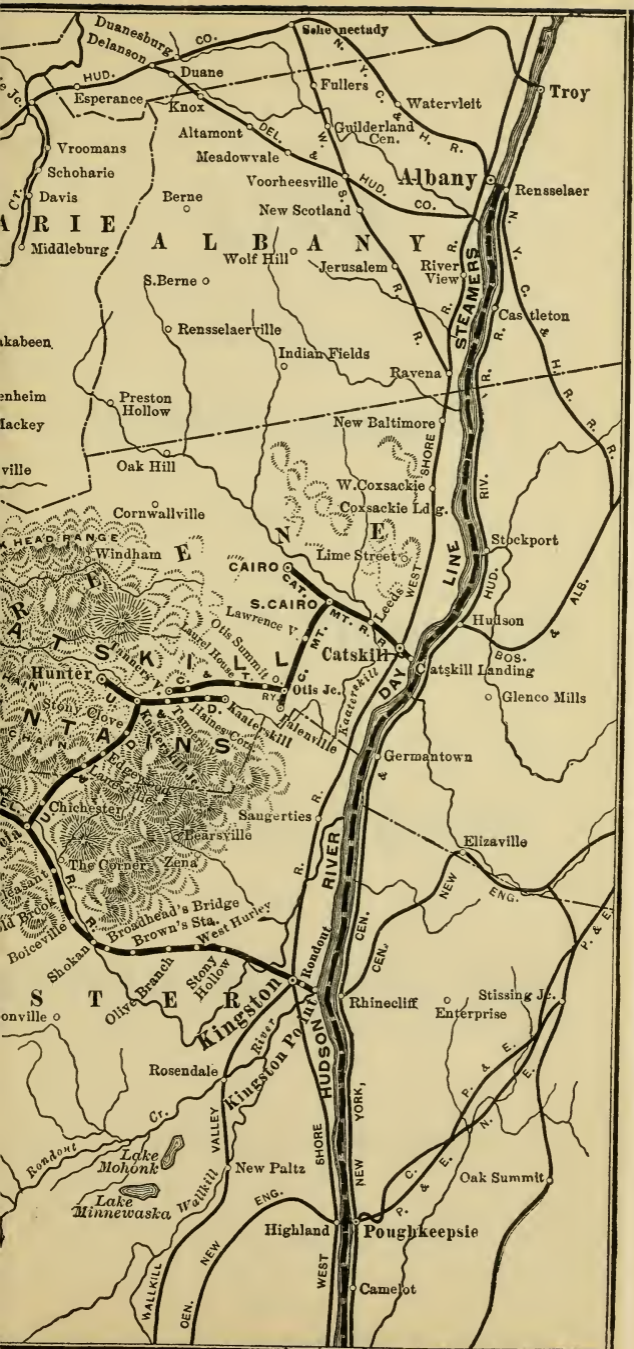


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MAP SHOWING
SUMMER RESORTS
 AMONG THE **CATSKILLS**
 REACHED BY DAY LINE STEAMERS

ENG'D BY AMERICAN BANK NOTE CO., NEW YORK.





MAP SHOWING
SUMMER RESORTS
 AMONG THE
CATSKILLS
 REACHED BY DAY LINE STEAMERS

ENG'D BY AMERICAN BANK NOTE CO., NEW YORK.

LIST

— OF —

SUMMER RESORTS

— AMONG THE —

CATSKILL ❁ MOUNTAINS

— REACHED BY THE —

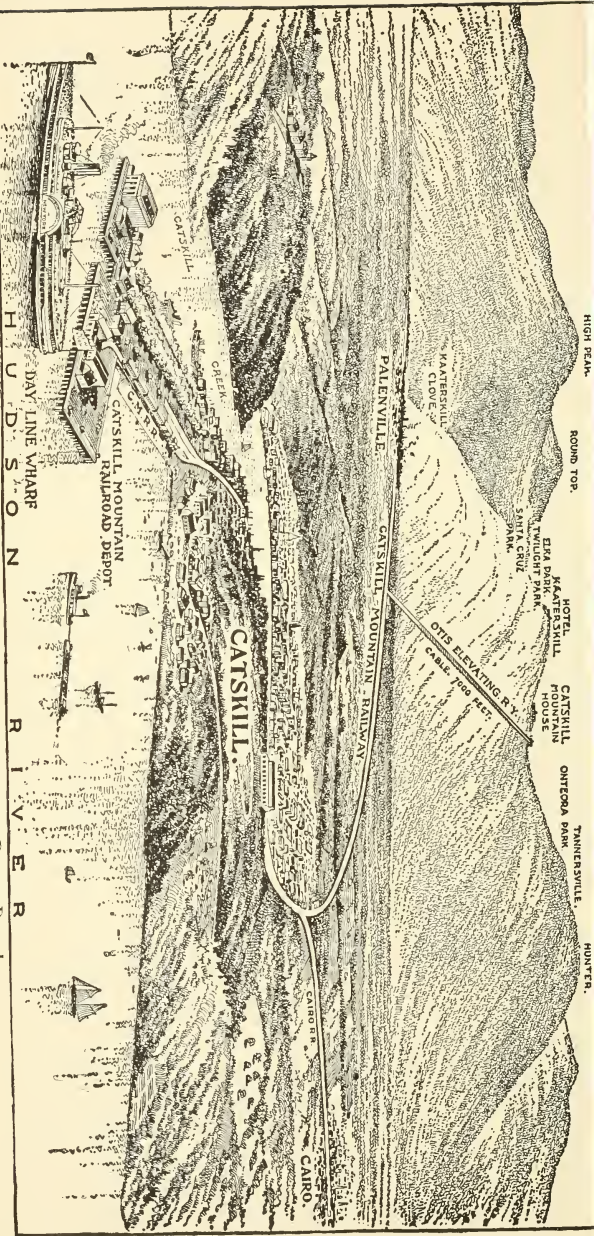
PALACE STEEL STEAMERS

— OF THE —

HUDSON RIVER DAY LINE

—
SEASON OF 1910.

THE APPROACH TO THE MOUNTAINS, VIA CATSKILL AND HUDSON RIVER DAY LINE.



THE CATSKILL MOUNTAINS.

“ Friends of my heart, lovers of Nature’s works,
Let me transport you to those wild blue mountains
That rear their summits near the Hudson’s wave.
On their heights

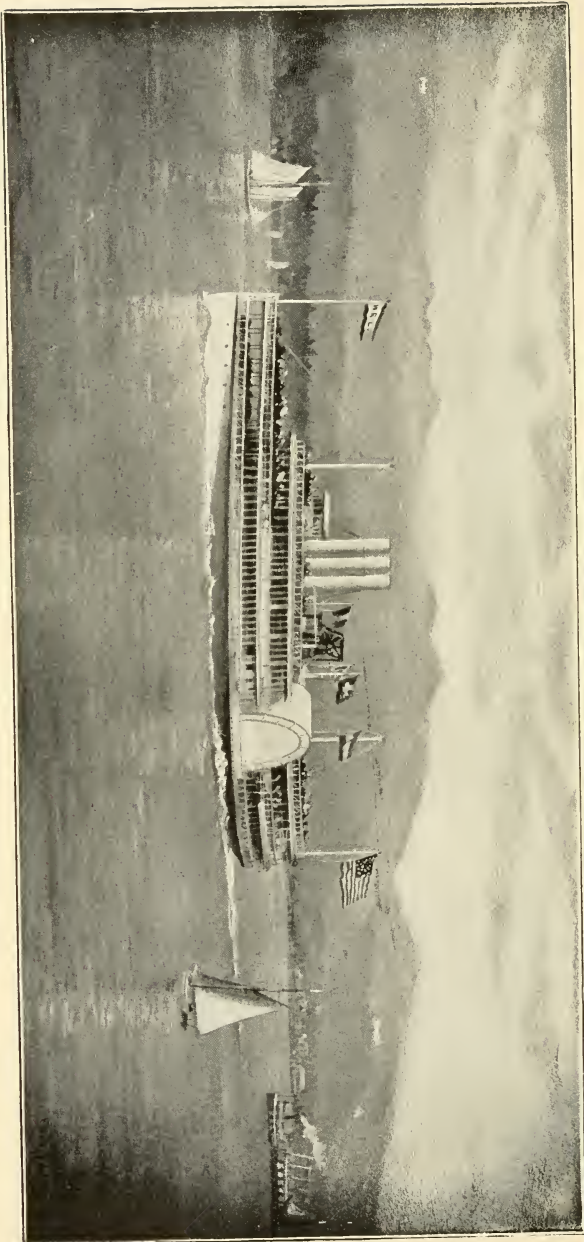
! Your souls may have a sweet foretaste of heaven.”

This charming group of mountains has now become so famous the world over, the natural assumption of the average reader would be that little need be said or written regarding the location or general characteristics. For thirty years and more the Catskill range has been one of the most beautiful and delightful summer resorts on the Western Continent. Its visitors and summer dwellers are no longer confined to any state or nation, but they come from every corner of civilization. For hundreds of these who are coming this season for the first time, for thousands of others who are planning to come in the near future and are now in search of information about the place, as well as for many of those who have only made hasty visits to the range, this little book would be incomplete and unsatisfactory if it contained no reference to the location and structure of this most interesting mountain region.

Although somewhat less than a hundred miles from New York city on the western bank of the Hudson, these romantic Catskills are in no danger of being included in the expansive and elastic area now familiarly known as “Greater New York.” Their picturesque wildness and native grandeur can never be lost in the dissolving shadows of men’s ideas in brick and mortar.

A spur of the great Appalachian system which extends along the entire Atlantic coast from Maine to Alabama, the general trend of the Catskills is from southeast to northwest, at right angles to that of all the other mountain groups in this system. They cover a superficial area of about 2,400 square miles. Some of the highest peaks are near the eastern face, from eight to ten miles west of the river. Here the mountains rise abruptly from the base over 3,000 feet in the air. The innumerable peaks differ materially in physical structure and plastic form, and geologically they are quite unlike the ordinary mountain formations. Instead of the usual folds or fragments of arches, so commonly seen elsewhere, the Catskill crags are masses of piled-up strata in the original horizontal position. Vast masses of conglomerate, presenting all the conditions of a huge pile of quicksand in its primitive stage, prior to its conversion into stone, are seen all through the range. Thus the theory of a high plateau originally seems clearly established. Glacial action is fully indicated, thirteen

ON THE DAY LINE. THE CATSKILL MOUNTAINS FROM BELOW KINGSTON POINT.



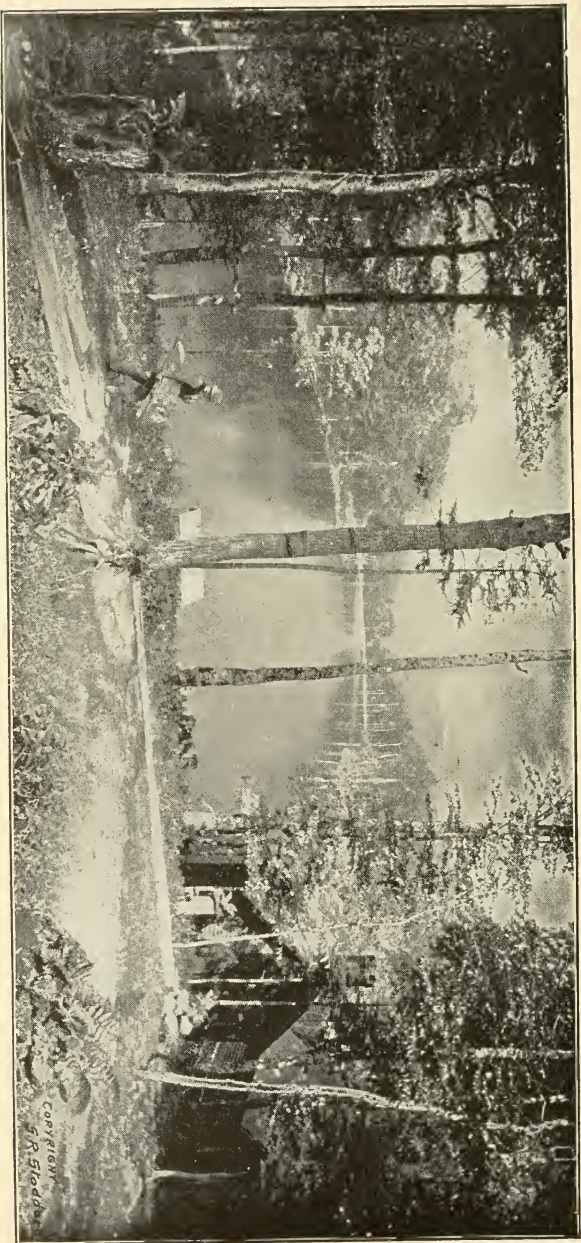
such visitations having been distinctly traced and their angle of direction recorded. Professor Arnold Guyot, who made more careful and scientific investigation and personal observation of the Catskills than any other man, having spent seventeen summers in the range, was led to conclude that in pre-historic ages the surface of the earth had ten times more water upon it than now, and this water was then the great agent in the conformation or transformation of the earth's crust. Other scientific writers and geologists have woven still more ingenious theories concerning this erratic and charming group of mountains, and with far less personal knowledge or data. And yet there is room for investigation, conjecture and speculation. The rugged and beautiful crags rise in the air 3,000 and 4,000 feet and their massive and precipitous slopes, clothed in cyclopean mantles of living green, with the smiling and verdant valleys all between, are there and have been for ages, defying the assaults of Time, baffling the research and thought of man and challenging our admiration for all time to come.

There is, too, a wealth of Indian lore and Dutch tradition regarding the Catskill region which the skilled romancer may readily adapt to the fertile fancies of his creative imagination and serve up with graphic detail. Who has not read every line of "Rip Van Winkle" and drank in every word of the eloquent tales of the immortal Cooper, who made "Natty Bumppo" the most eloquent woodsman that ever lived? Hear him as he stands on one of the crowning crags overlooking the valley of the Hudson:

"I was on that hill when Vaughn burnt 'Sopus in the last war, and I seen the vessels come out of the Highlands as plainly as I can see that lime-scow moving into the Susquehanna, though one was twenty times further from me than the other. The river was in sight for seventy miles under my feet, looking like a curled shaving, though it was eight long miles to its banks. I saw the hills in the Hampshire grants, the Highlands of the river, and all that God had done, or man can do, as far as the eye could reach; and as for 'Sopus, the day the royal troops burnt the town, the smoke seemed so nigh that I thought I could hear the screeches of the women.

"If being the best part of a mile in the air, and having views of farms and houses at your feet, with rivers looking like ribbons, and mountains seeming to be hay-stacks of green grass under you, give any satisfaction to a man, I can recommend the spot. When I first came into the woods to live I used to have weak spells, and I felt lonesome, and then I would go into the Catskills and spend a few days on that hill to look at the ways of man."

It would indeed be difficult even now to set forth the advantages of this charming summer region more clearly and eloquently than this noted character of modern fiction has done in the paragraphs quoted. He was the first person who sought the Catskills for the restoration



WINNISOOK LAKE, FROM THE LODGE. CATSKILL MOUNTAINS.

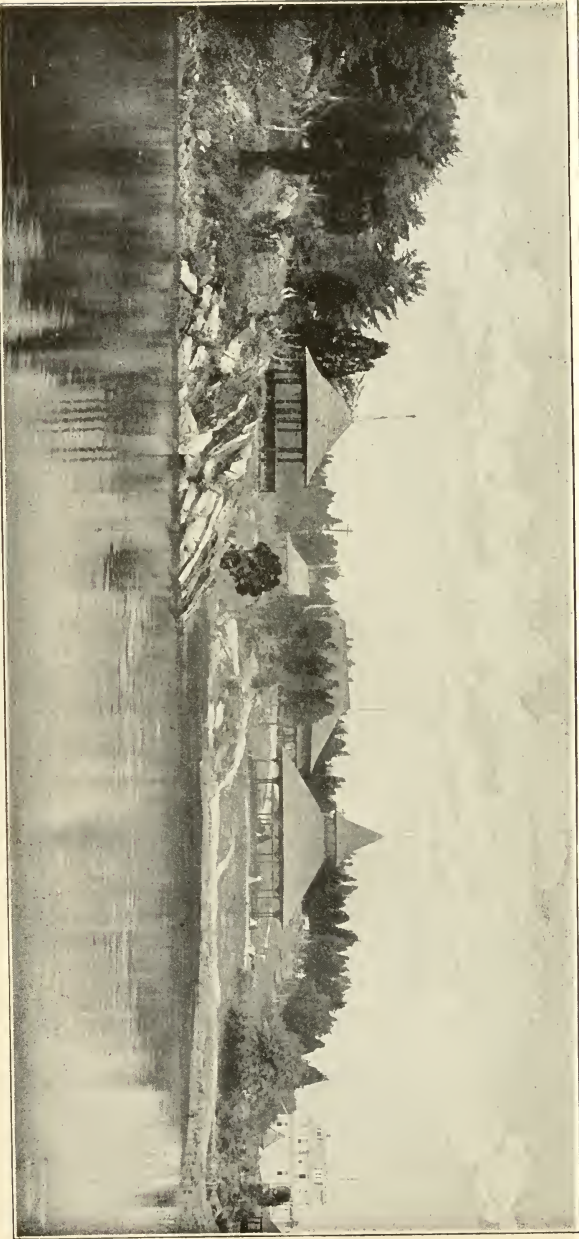
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S. R. STODOLSKY

of paimired health, so far as we have definite record, and it would seem, therefore, simple justice to accord to "Leather-Stocking" the honor of discovering and proclaiming to the world the great health-giving properties and revitalizing influences for which the Catskills have since become so justly famous. How well he has depicted the scenic beauty of these hills of the sky can never be extolled too highly.

When asked, "What see you when you get there?" he drops his fishing rod into the water and exclaims enthusiastically: "Creation! All creation, lad!" He had never read a book in his life, and yet his descriptions of the Catskills, their wild-wood wonders and beauties, have never been equalled. Note this gem which bubbles spontaneously from his lips as he looks into the pretty Kaaterskill stream which makes that wondrous water-fall at the Laurel House, where the water plunges madly over and down the rocks for three hundred feet:

"A drop for the old Hudson, and a merry time it has till it gets down off the mountain. I've sat on this shelving rock many a long hour, boy, and watched the bubbles as they shot by me, and thought how long it would be before that very water, which seemed made for the wilderness, would be under the bottom of a vessel, and tossing in the salt sea. It is a spot to make man solemnize. You can see right down into the valley that lies to the east of the High Peak, where in the fall of the year thousands of acres of woods are before your eyes in the deep hollow and along the side of the mountain, painted like ten thousand rainbows by no hand of man, though not without the ordering of God's providence."

How much of beauty there is in this water of the Catskills. At every turn of the road, the low murmur of running water sounds upon the ear of the stroller. The cold, sparkling water ripples to the sunshine in a million tiny streamlets, each making music as it goes. It tinkles slowly over the cool, green mossy bank, plunges wildly over the precipice, throwing its gentle spray over the surrounding foliage, or sending it up in a soft mist which catches the sunbeams and paints the rainbow; it bubbles from a thousand crystal springs on the mountain side, and anon goes tumbling and roaring through the deep, dark gorges on its winding way to the river, babbling and singing merrily in melodious strains and rythmic measure, hastening among the smooth and indifferent pebbles, or over sinuous and obstructing roots. It lies slumbering in deep, placid lakes, whose smooth surface mirrors the romantic beauty of the leafy slopes and margins, and again it gathers in the dark and angry clouds around, and just over our heads; the vivid lightning flashes, and the thunder shakes the mountain with its warning. Down it pours in torrents, or in the pelting hail, driven at times, by mad and violent winds, or with pretty, coquetish sunbeams, scattered all between. Up, in turn, it rises to the air above, slowly but steadily there to float



ON THE DAY LINE, THE PARK AT KINGSTON POINT.

of and fro, flitting up the cañons in long, filmy streamers, lingering quietly at eventide on the easel of the western sky, as if to catch the gorgeous and beautiful tints reflected from the retiring orb of day, or silently and mysteriously at night, while we sleep, gathering in the tiny dew-drop, that sparkles in the morning sunshine, more gloriously and more beautifully than all the brilliant gems of the earth beside.

The facile pen of Washington Irving has also contributed very much to the enchantment and immortalization of this shadow-land of legend and romance. And his name must ever be coupled with that of Cooper in the fabrication of this mystic halo which is destined to outlive the towering old crags themselves. The brushmarks of their eloquent imaginations are as fresh to-day as when first they fell upon the pliant canvas of the future.

Irving traced the name "Catskill," or "Katskill," to the time of the Dutch domination; it being derived, as he thought, from the catamounts which then infested the region more abundantly than now, although the animal is often seen there yet. But the black bear is more numerous and many are captured all through the range every winter. Irving regarded these mountains as the fairy regions of the Hudson. He quaintly relates how the great treasury of storm and sunshine was presided over by the spirit of an old Indian squaw who dwelt among these hills. "She made new moons every month," he says, "and hung them up in the sky, cutting up the old ones into stars. The great Manitou, or master spirit, employing her to manufacture clouds. Sometimes she wove them out of cobwebs, gossamers, and morning dew, and sent them off, flake after flake, to float in the air and give light summer showers. Sometimes she would blow up black thunder-storms and send down drenching rains to swell the streams and sweep everything away." As to these superstitions he aptly continues, "They may have been suggested by the atmospherical phenomena of these mountains, the clouds which gather around their summits and the thousand aerial effects which indicate the changes of weather over a great extent of country. They are epitomes of our variable climate, and are stamped with all its vicissitudes, which are too often made the subject of excessive repining. If they annoy us occasionally by changes—they give us one of the most beautiful climates in the world—the brilliant sunshine of the south of Europe, with the fresh verdure of the north. They float our summer sky with clouds of gorgeous tints or breezy whiteness, and send down cooling showers to refresh the panting earth and keep it green. Our seasons are all poetical, the phenomena of our heavens are full of sublimity and beauty. The splendor of this Catskill summer—its morning voluptuousness and evening glory—its airy palaces of sun-gilt clouds, piled up in a deep azure sky, and its gusts of tempest of almost tropical grandeur, when the forked lightning and the bellowing thunder volley, from the battlements

EAST BRANCH, NEVERSINK VALLEY, FROM SLIDE MOUNTAIN — CATSKILL MOUNTAINS.



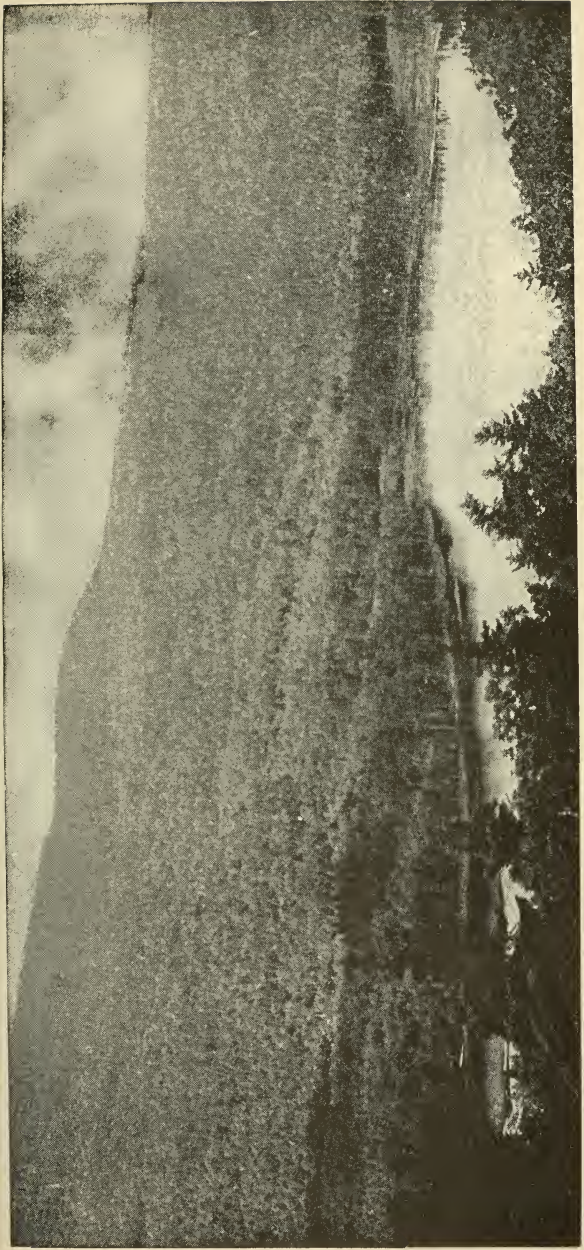
of heaven, shake the sultry atmosphere and the sublime melancholy of our Autumn, magnificent in its decay, withering down the pomp and pride of a woodland country, yet reflecting back from its yellow forests the golden serenity of the sky!"

It is now two hundred and eighteen years ago that these Catskill lands were purchased from the Indians. On July 8, 1678, a company of Dutch and English gentlemen, at the Stadt Huis, in Albany, met Mahak-Neminan, the Indian, and six representatives of his tribe, for the purpose of effecting the purchase of this region. The title, with its curious hieroglyphics, was passed, and the aboriginal owners of the "Onteoras," it is said, disappeared from the locality soon after. Concerning this newly acquired territory for a century after that the record is strangely incomplete. Some writers have suspected that the veracious chroniclers of that early period were in prophetic league with the famous author of "Rip Van Winkle," who came upon the scene many years later, and was thus enabled to let his fancy run untrammelled by any conflicting details of current history. Be that as it may, it was not until 1823 that the first summer hotel in the Catskills was built. This rude little structure stood on the historic site now occupied by the Catskill Mountain House, which, as will be seen, is the pioneer hotel in the range. This famous resort will thus open for its eighteenth season this year. Coming into the possession of Mr. C. L. Beach by accident, he at first sought only to entertain his friends who might chance to visit him, his large business connections having secured a wide circle of acquaintance in this and other lands. But the transcendant natural beauty and grandeur of the place attracted visitors far beyond his facilities for entertainment, and he was forced to enlarge his buildings from time to time. Some ten or twelve years later the noted Laurel House, at the head of the famous Kaaterskill Falls, began to entertain summer visitors under the management of the genial and well-remembered Schutt. These two houses then were quite sufficient to accommodate all who visited the Catskills, and no other hotels were built or needed during several years succeeding. In fact, the mountain visitors of that period consisted of artists, poets, authors and people of eminence mainly. To reach the place was a long and tiresome journey at best and not wholly free from danger over the rude, unbeaten roads, and it was also attended by considerable expense. Very little was known of the region, its beauties or advantages as a sanitarium, and it was not until some years later that these mountains began to enter upon their career as a popular summer region. Even so late as 1870 it was estimated that not over two thousand persons came in the range. But after that the advent of fleet Hudson river steamers and mountain railways brought rapid and steady development, and the summer contingents of the Catskills soon increased to its present marvelous proportions, when a conservative estimate would place the annual number of visitors

at nearly of three hundred thousand. The facilities access and means of entertainment are now so ample and complete, and the cost of a mountain sojourn so moderate, that additional thousands are attracted each succeeding season. With such mammoth and palatial resorts as Hotel Kaaterskill, Catskill Mountain House, Laurel House, the Antlers, the New Grand, Churchill Hall, the Grant, Prospect Park, and many others which might well be mentioned, and the thousand or more besides, large and small, which dot the range in every locality, visitors of every name and nature cannot fail to secure such comforts and entertainment as they may desire or be willing to pay for.

But to the average Catskill visitor, who comes exhausted and enervated from a busy and laborious life in the hot and dirty city, the very best and most important of all the many attractions which the Catskill region has to offer is the invigorating air. For breathing purposes these mountains are certainly unexcelled, and if they were bereft of every other desirable feature this alone would make the region of inestimable value for summer life and fully warrant all its claims as a popular summer resort. For surely without this health promoting factor the mountain *menu* would be sadly deficient, and the enchanting scenery would count for very little. Here amid these hills one may drink in new vitality at every breath. The strong, dry air of the upper elevations rummages around through the lungs and uncovers a million or more disused cells the existence of which we had never once suspected. Then comes a grand hygienic jubilee which stimulates the appetite, flushes the cheeks, quickens the pulse and surcharges the whole system with new strength and energy, thus reinforcing and refitting us for the resumption of our life work. This sanitary aspect of the summer vacation is comparatively a modern discovery which even to this day is not fully understood nor accorded the importance it deserves. We not only escape the heat, the oppressive humidity, the dirt, the noise and the vitiated, second-hand air of the cities when we come to the Catskills, but we get a host of beneficent atmospheric influences which Nature compounds so mysteriously up here in her aerial laboratories and sends bounding through our weakened organic structure without money and without price. We may thus leave behind for a time the dregs of city civilization, the cares and annoyances of business and the foolish demands of society, and run out among these glorious hills, the rocks, the green trees and fields, the fresh air and breeze-tempered sunshine, where the brooks babble and gurgle melodiously and the birds sing joyously to the whispering accompaniment of the peaceful leaves.

Another important factor in the summer vacation is the great need of change, and this is quite as imperative as any other element, perhaps. We need change of scene, thought and action, at least once each year. The monotonous routine of our daily lives must be broken in upon. The human mind was not made to rust out in



KATERSAKILL LAKE — CATSKILL MOUNTAINS.

any single groove, no matter how smoothly and swiftly may seem to move along in that congenial groove for a time. Change is a law of nature; no two days are ever alike. Our skies are continually changing, and the seasons are a succession of changes. A month or two of real country life in summer has grown to be a necessity which the average worker in the city can ignore only at his peril. It makes it possible to enjoy the town life during the rest of the year. And now with all the varied facilities for travel afforded by the palatial steamers of the Day Line, and the frequent railway trains which hourly move through the charming Hudson river valley, the many mountain hotels amid the enchanting Catskills; with all this ready ease of access and at such trifling cost, there is indeed little excuse for remaining in town during the summer. The sail up the magnificent Hudson by daylight is in itself worth ten times its cost in money and time in any and every aspect in which it can be presented.

Concerning the various localities in the Catskill region which continue to vie with each other in attractions and advantages little need be said in these pages. Each has its peculiar charms which rarely fail to attract a full quota of visitors. Those who prefer the higher altitudes will select such resorts as Hotel Kaaterskill, the old Catskill Mountain House, Laurel House, the Antlers, and the numerous houses in the Haines Falls, Tannersville and Hunter region, for the Greene county section; and those who desire the western and southern Catskills, may sojourn delightfully at the New Grand, the many Pine Hill hotels, Churchill Hall, or some one of the numerous charming houses in the pretty villages of Stamford, Grand Gorge, Roxbury, Shandaken, and other points on the Ulster & Delaware Railroad, which have grown so popular in recent years. Others will stop at Cairo, Windham, Prattsville, Palenville, or the Grant House down near the river at Catskill village, all of which are most easily and conveniently reached by the famous steel steamers of the Hudson River Day Line, which offer a choice of two routes to the resorts of the Catskills, via either Kingston Point or Catskill.

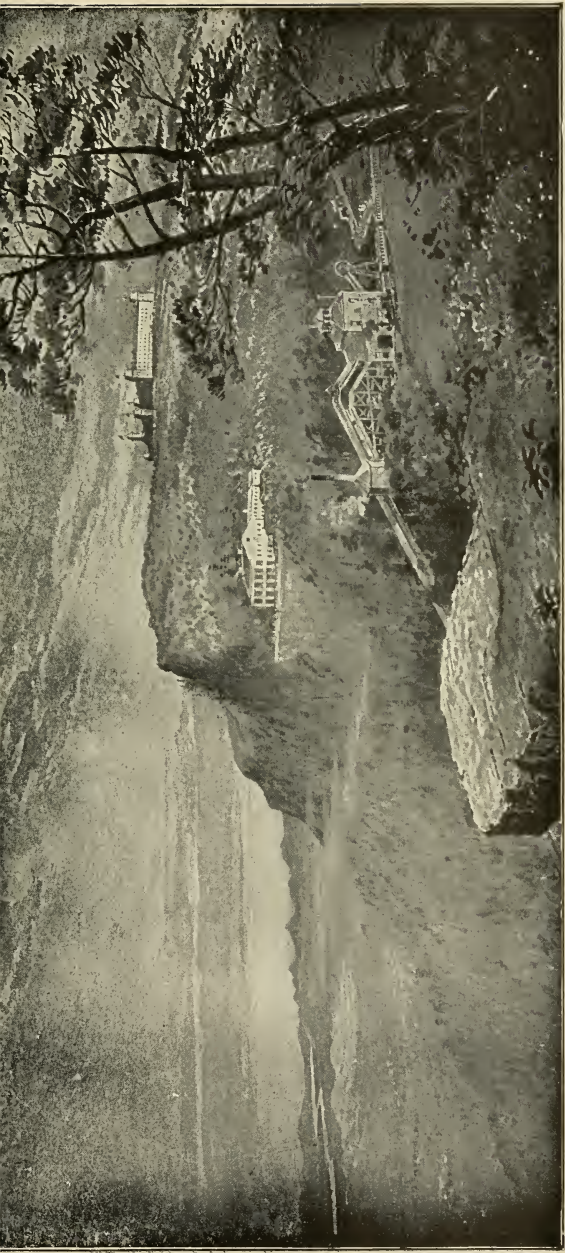




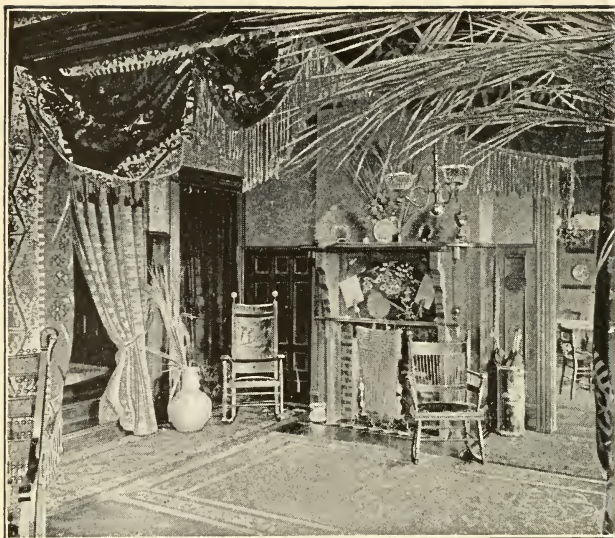
OTIS RAILWAY—LOOKING DOWN.

THE OTIS RAILWAY.

The sensation of the Catskills, and one of its most popular features, is the new Otis Railway, which is built on the almost perpendicular slope of the Mountain, and extends from Otis Junction on the Catskill Mountain Railway to Otis Summit Station at the top of the Mountains. It is an incline railway 7,000 feet long. In that distance it ascends 1,600 feet and attains an elevation of 2,200 feet above the Hudson River. In length, elevation, overcome and carrying capacity it exceeds any other incline railway in the world. It was built and first opened for traffic in 1892. It is operated by powerful stationary engines and huge steel wire cables, and the method employed is similar to that used by the Otis Elevator Company for elevators in buildings. On the top of the power house, in which are located the two 100 horse-power engines that hoist and lower the cars, is a tower, and in this stands the operator, with his three levers, and manages both cars. He is in electric communication with each. The cars are open front, back and at the sides, so that no part of the magnificent panorama, extending for miles and miles on every side is lost to view. The road is indeed a remarkable piece of engineering. The chief engineer of the road, Mr. Thomas E. Brown, also designed and built the elevators of the Eiffel Tower in Paris, and of El Dorado at Weehawken. The only other inclined road in this country of importance is the one on Lookout Mountain. There is also one in Switzerland and one on Mount Vesuvius. The Otis, however, is acknowledged to be the most perfect piece of engineering of the four. Every safeguard has been provided so that an accident of any kind is practically impossible. Should the machinery break, the cables snap or tracks spread, an ingenious automatic device would stop the cars at once. A passenger car and baggage car are attached to each end of double cables which pass around immense drums located at the top of the incline. While one train rises the other descends, passing each other midway. By this arrangement trains carrying from seventy-five to one hundred passengers can be run in each direction every fifteen minutes when necessary, the time required for a trip being only ten minutes. This is a vast improvement over the old way of making the ascent of the mountains by stage, as it reduces the time fully one and a half hours besides adding greatly to the pleasure of the trip. The ride up the mountains on the incline railway is a novel and delightful experience and is alone worth a visit to the Catskills. As the train ascends, the magnificent panorama of the valley of the Hudson extending for miles and miles is gradually unfolded; while the river itself, like a ribbon of silver glistening in the sun, and the Berkshire Hills in the distance seem to rise up to the view of the passenger. At the summit of the incline, stages are taken for the Hotel Kaaterskill and Catskill Mountain House, and direct connection is made with the Catskill and Tannersville R. R. for Laurel House, Haines Falls and Tannersville.



OTIS SUMMIT.—TERMINUS OF THE OTIS RY. AND THE CATSKILL & TANNERSVILLE R. R.



INTERIOR OF A CATSKILL MOUNTAIN COTTAGE.

COTTAGE LIFE IN THE CATSKILLS.

One of the most marvelous features attending the wonderful development of the Catskill mountain region as a summer resort, has been the unique but extremely pleasant system of cottage life. Whether its inception was due to an original lack of suitable accommodations or to the exclusiveness of some of the earlier sojourners in the mountains, it is impossible to say, but beginning in a modest way with plain yet rustic structures, the system has developed and expanded, until to-day, among the hundreds of cottages that have been erected, are found some of great cost and beauty, containing all the requirements of a model home. Every season witnesses a large addition to the number, from the quaint log cabin, picturesquely embellished by the ingenuity of the designer with such natural productions as nature has placed at his immediate command, the entire outlay, including the building site, representing but a few hundred dollars, to be elaborate and stately villa, with its granite chimneys and artistic towers and minarets, involving an expense of thousands.

The proximity of the Catskill region to the great cities of the Eastern seaboard, its ease of access, requiring but a few hours travel from New York, and the consequent limited expense for transportation, combined with the wonderful natural beauties the

mountains offer, their acknowledged healthfulness, pure bracing air, clear crystal water and the absolute freedom from malaria or insects, have united to produce the greatest and most popular health and pleasure resort on this continent.

For a man of family nothing could be more delightful than the possession of a summer home of this kind, and the constant increase in the number of cottages built each year is conclusive evidence that this fact is becoming better appreciated as the many advantages of the Catskill Mountains as a summer resort become more widely known.

COTTAGE PARKS.

Camps and cottage parks have become quite an important feature of Catskill Mountain life, and this season will probably see a still further development of the idea.

The Catskill Camp and Cottage Company have selected a spot comprising over one thousand acres of land, to which they have applied the pretty Indian name of *Onteora*, or Hills of the Sky, and are making it one of the most charming spots in the Catskills.

Twilight Park is another attractive cottage settlement in the same vicinity, an outgrowth of the New York Twilight Club. It numbers some well-known people among its membership.

The Elka Club has also a large track at the base of Spruce Top, near Mink Hollow. The club-house is very attractive, and is said to have cost in the neighborhood of \$30,000. Owing to its high elevation, the cottagers have fine views all around.

Schoharie Manor, a new and beautiful park two and one-half miles south of Tannersville, is one of the most delightful of all the parks in the Catskill region.

Located at the base of Spruce Top, a spur of Plateau Mountain, at an altitude of 2,200 feet, it commands a picturesque view of High Peak and Round Top to the right; Parker Mountain and Black Dome Range in front; and the East Jewett Range to the left.

Sunset Park, so named from the magnificent sunsets that can be seen from its high elevation of 2,500 feet, is situated at the head of the famous Kaaterskill Clove, near Haines Falls. Its location is unsurpassed, and it is one of the most popular of the many parks in this part of the Catskills.

Santa Cruz Park is also situated near the head of the Kaaterskill Clove, about one-half mile from Haines Falls. The park is 2,100 feet above sea level, and being in a hemlock district possesses a dry tonic air. The view is unsurpassed for its beauty and extent.

The Ledgesmoor Mountain Club preserve on the east slope of South Mountain, near Otis Junction on the Catskill Mountain Railway, is the latest addition to the parks. The Club has the magnificent Hudson Valley view stretching off in the distance for miles into four states. The features of the Club are the strict entrance requirements and the modest yet attractive bungalows and cottages.

All of these parks, and some other attractive cottage settlements, are reached most conveniently by the Otis road, in connection with the new Catskill and Tannersville R. R.

HIGH PEAKS OF THE CATSKILLS.

Their Elevation and Usual Route of Approach.—Nearest Village or Habitable Valley in their Vicinity.

	<i>Feet.</i>
Slide Mountain, from J. W. Dutcher's, Big Indian, Ulster Co.....	4,220
Hunter Mountain, Hunter Village, Greene Co.....	4,052
Black Dome Mountain, Hensonville, Greene Co.....	4,004
Thomas Cole Mountain, Greene Co.....	3,975
Black Head, Cairo, Greene Co.....	3,965
Mount Cornell, Woodland Valley, near Phœnicia, Ulster Co.....	3,920
Big West Kill Mountain, West Kill, Greene Co.....	3,900
Vly Mountain, Lexington, Greene Co.....	3,888
Balsam Mountain, Big Indian, Ulster Co.....	3,888
Graham Mountain, Dry Brook, Ulster Co.....	3,886
Peakamoose Mountain, Watson Hollow, Shokan, Ulster Co.....	3,875
Table Mountain, Watson Hollow, Shokan, Ulster Co.....	3,875
Plateau Mountain, Tannersville, Greene Co.....	3,855
The Wittenberg Mountain, Woodland Valley, Ulster Co.....	3,824
Van Valkenburgh Peak, Spruceton, Greene Co.....	3,824
Sugar Loaf or Mink Mountain, Tannersville, Greene Co.....	3,807
Big Indian, from Big Indian, Ulster Co.....	3,800
Kaaterskill High Peak, Haines Falls, Greene Co.....	3,800
Panther Mountain, Big Indian, Ulster Co.....	3,800
Twin Mountain, Tannersville, Greene Co.....	3,650
Evergreen Mountain, Spruceton, Greene Co.....	3,826
Indian Head, Tannersville, Greene Co.....	3,581
Eagle Mountain, Big Indian, Ulster Co.....	3,566
Windham, High Peak, East Windham, Greene Co.....	3,534
Round Top, Tannersville or Haines Falls, Greene Co.....	3,500
Bloomberg, Prattsville, Greene Co.....	3,456
North Mountain, Catskill Mountain House, Greene Co.....	3,450
Mount Pisgah, Delhi, Delaware Co.....	3,425
Mount Utsayantha, Stamford, Delaware Co.....	3,365
Huntersfield Mountain, Prattsville, Greene Co.....	3,300
Overlook Mountain, Woodstock, Ulster Co.....	3,300
Mount Richmond, Windham, Greene Co.....	3,202
Colonel's Chair Mountain, Hunter, Greene Co.....	3,200
Platterkill Mountain, Tannersville.....	3,200
East Kill Mountain, Hunter, Greene Co.....	3,190
High Point Mountain, Shokan, Ulster Co.....	3,100
Jewett Mountain, Jewett Heights, Greene Co.....	3,025
Mount Jefferson, Jefferson, Schoharie Co.....	3,000
Tower Mountain, Jewett Heights, Greene Co.....	2,931
Mount Pisgah, Windham, Greene ^a Co.....	2,905
Mount Hayden, Windham, ^t Greene Co.....	2,900
Bramley Mountain, Delhi, Delaware Co.....	2,850
Onteora Mountain, Onteora Park, Greene Co.....	2,685
Mount Garfield, Allaben, ^t Ulster Co.....	2,650
Tysten-Eyck, Brown's Station.....	2,600
Mount McGregor, Delhi, Delaware Co.....	2,550
South Mountain, Hotel Kaaterskill, Greene Co.....	2,500
Mount Sheridan, Phœnicia, Ulster Co.....	2,490
Summit Mountain, Grand Hotel Station, Pine Hill, Ulster Co.....	2,482
Clum Hill, Tannersville, Greene Co.....	2,372
"Pine Orchard," Catskill Mountain House, Greene Co.....	2,227
Mount Tobias, Lake Hill, Ulster Co.....	2,000

CATSKILL MOUNTAIN RESORTS.

REACHED BY DAY LINE STEAMERS AND DIRECT CONNECTIONS.

Excursion Rates given are from New York.

ACRA, GREENE COUNTY.

El. 775 feet. Three miles from Cairo station on Catskill Mountain Ry.

No. Guests.		Rate per wk.
25	Mrs. W. J. Olmsted, Creekside Cottage..	\$7
30	E. J. Burns, Cherry Lawn Villa.....	Apply
100	L. H. Stone, Grove Side Cottage.	7
25	G. Simpson, Simpson Manor.....	7
25	J. W. Webster, Webster Homestead...	7 to 10
20	G. W. Stone, Breezy Lawn.....	6 to 7
20	Mrs. Margaret Carman, Hill Top Cottage	6 to 7
15	Frank H. Vaughn, Cottage Retreat....	6 to 8
25	J. S. Horgan, Oscawana Cottage.....	7
40	G. W. Cartwright, Mountain View House	6 to 7
12	Oliver E. White, White House.....	7
20	J. T. Lennon, Echo Farm House.....	7
150	L. Schoenfeld, Tremont House.....	10 to 12
40	A. David Friz, Mountain Retreat....	6 to 8
15	Charles Matson, Evelyn Farm.....	6 to 8
20	John F. Chappell, Burnhams Homestead	7

ALLABEN, ULSTER COUNTY.

El. 990 feet. One mile from Shandaken station on Ulster & Delaware R. R.

25	Hotel Allaben, George H. Gulnick....	\$10 to 12
25	I. MacGregor, Breezy Lawn.....	8 to 10
20	G. B. Riseley, Maple Lawn.....	10 to 12
10	Mrs. F. E. Benjamin, Locust Cottage..	7 to 10
10	Mrs. A. D. Griffin, Orchard Grove.....	Apply

ANDES, DELAWARE COUNTY.

El. 1300 feet. Twelve miles from Arkville on the Delaware & Eastern R. R.

25	Isaac Samuels, Valley View Farm.....	Apply
12	Mrs. John C. Fowler, Meadow Brook Farm.....	\$7 $\frac{1}{2}$
8	Henry V. Wagstaff, Fletcher Farm....	6 to 8

ARENA, DELAWARE COUNTY.

El. 1750 feet. Eight miles from Arkville on the Delaware & Eastern R. R.

No. Guests.		Rate per wk.
45	W. J. Davidson, Riverside Farm.....	\$6 to 8
50	C. E. Miner, Hotel Miner.....	8 to 10
18	A. White, White Cottage.....	7
10	H. J. De Silva, Terracedale Farm.....	Apply
15	Eldridge Dickson, Dickson Cottage....	7
15	Mrs. Roselle Tompkins.....	6



APPROACHING KINGSTON POINT.

ARKVILLE, DELAWARE COUNTY.

El. 1344 feet. Fifty miles from Kingston Point on U. & D.R. R.
Excursion rate, \$5.20.

50	Kutner House.....	Apply
30	Commercial House.....	Apply
125	Patakin Inn.....	Apply
20	R. Brownell.....	Apply
60	Rev. Benj. Kolber, The Kolbert House	\$10
50	H. Longyear, Fairview.....	8 to 10
35	Berton Todd.....	7 to 15

No. guests.		Rate per wk.
20	A. J. Benedict & Son, Fresh Air Farm	\$7
12	Mrs. R. W. Sanford, Sanford Cottage..	7 to 10
8	Myron Todd, Pleasant View Farm....	7
10	Mrs. Rachel A. Todd, Todd's Farm House.....	7

ASHLAND, GREENE COUNTY.

El. 1450 feet. Ten miles from Hunter station on S. C. & C. M.
R. R.

10	M. A. Voorhees.....	Apply
20	G. W. Ferow.....	Apply

ASHTON, ULSTER COUNTY.

El. 511 feet. One-half mile from Olive Branch station on U. & D.
R. R.

12	James Milligan.....	Apply
30	C. H. Warren, Mountain Star.....	Apply
15	J. E. Cook, Olive Farm House.....	Apply
30	George J. Whittle.....	Apply

ATHENS, GREENE COUNTY.

Four miles from Catskill.

120	Green Lake Homestead, Joseph Mc- Griffert & Son.....	\$7 to 10
100	J. M. Day, Green Lake Hotel.....	8 to 12
30	J. B. Edwards, Green Lake Overlook..	7
25	J. Sterritt, Green Lake Farm.....	6
12	A. D. Leeman, Cedar Hill Cottage....	7 to 10
18	Ida L. Jamison, Jamison Cottage....	7 to 8

BATES, SCHOHARIE COUNTY.

El. 1650 feet. Twenty miles from Cairo station on Catskill
Mountain R. R.

20	J. W. Vaughn, Hopeland House.....	\$7
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BEACHE'S CORNERS, GREENE COUNTY.

El. 1600 feet. Four miles from Hunter station on U. & D. R. R.

20	W. H. Ward, Clermont.....	\$7 to 9
35	J. G. Beers.....	Apply
30	Slade & Jones, The Vining Farm House	7 to 10
40	Pleasant Mountain House.....	Apply

BEARSVILLE, ULSTER COUNTY.

El. 700 feet. Seven miles from West Hurley station on U. & D.
R. R.

30	Henry P. Van de Bogart.....	\$7 to 8
15	John P. Lasher.....	7 to 10



WOODSTOCK VALLEY AND OVERLOOK MOUNTAIN.



BIG INDIAN, ULSTER COUNTY.

El. 1210 feet. ² Thirty-eight miles from Kingston Point on U. &
D. R. R. Excursion rate \$4.50.

No. Guests.		Rate per wk.
60	The Chieftain, M. Zeisler.....	Apply
50	James Donohue, Forest Home.....	\$8 to 10
20	Mrs. D. C. Dutcher, Shady Cottage...	Apply
15	Chas. M. Hummell.....	Apply
25	Geo. A. Dutcher, The Arlington.....	7 to 9
25	Mrs. V. K. Knight, Terrace Cottage..	7 to 10
40	J. Barnum, Cold Spring House.....	7 to 12
25	Mrs. N. Smith, Green Meadow.....	8 to 12
25	Isaac Smith, Brookside Farm.....	Apply
20	Mrs. O. J. Molyneaux, Farm House...	6 to 8
40	G. W. Lament, Lament's Hotel.....	7 to 10
40	Mrs. W. E. Pomeroy, Griffin House...	7
25	W. E. Garrison, The Garrison.....	8 to 10
20	M. G. Thompson, Willow Cottage.....	8 to 10



PEAKAMOOSE GORGE.

BIG HOLLOW, GREENE COUNTY.

El. 1758 feet. Six miles from Hunter station on U. & D. R. R.
 No. Guests. Rate per wk.

15	W. H. Moseman, Brook Side.....	\$7
10	E. M. Hitchcock, The Elmwood.....	7 to 8
15	Anson Hitchcock, Elm Ridge Farm...	6 to 7
30	J. W. Van Loan, Mountain Rest.....	Apply
20	A. N. Chatfield, Batavia Manor.....	7 to 9

BLEINHEIM, SCHOHARIE COUNTY.

El. 1200 feet. Ten miles from Grand Gorge station on U. & D. R. R.

20	Bleinheim House	Apply
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BLOOMVILLE, DELAWARE COUNTY.

El. 1500 feet. Eighty-eight miles from Kingston Point on U. & D. R. R. Excursion rate, \$7.45.

10	Elmer Murdock, Hazle Wood.....	\$6
10	William Shaw, Mountain View Farm..	10

BOICEVILLE, ULSTER COUNTY.

El. 598 feet. Twenty-three miles from Kingston Point on U. & D. R. R. Excursion rate, \$3.60.

40	M. H. Davis, Davis Farm.....	\$8
25	A. L. Snyder, Mount Hester.....	8
20	R. D. Patchin, Sunset View.....	Apply

BRANCH, ULSTER COUNTY.

El. 1500 feet. Twelve miles from Big Indian on M. & D. R. R.

10	Mrs. William Van Valkenburgh, West Branch House.....	\$7
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WESTKILL CREEK, FROM RIDGE MOUNTAIN.

BROADHEADS BRIDGE, ULSTER COUNTY.

El. 500 feet. Nineteen miles from Kingston Point on U. & D. R. R. Excursion rate, \$3.40.

60	Olivette House.....	Apply
20	James McMillin, McMillin Farm.....	Apply
15	Mrs. D. McLean, McLean Farm.....	\$7
60	Thomas A. McMahon, Mountain View House.....	6 to 8

BROOME CENTRE, SCHOHARIE COUNTY.

El. 1500 feet. Eleven miles from Grand Gorge station on U. & D. R. R. Rate per wk.

No. Guests.		
60	Grand View House.....	Apply



ROUND TOP MOUNTAIN, FROM FORGE ROAD.

BUSHNELLVILLE, GREENE COUNTY.

El. 1100 feet. Three miles from Shandaken station on U. & D. R. R.

25	E. D. Hommell, The Florence.....	Apply
25	J. B. Rider, Mountain View.....	\$7 to 10
30	E. D. Jenkins, Dorothy House.....	7 to 8
40	A. L. Cutaiar, Mountain Brook House.....	7 to 8

CAIRO, GREENE COUNTY.

El. 600 feet. Terminus of Cairo Branch of Catskill Mountain Ry. Excursion rate, \$4.75.

No. Guests.		Rate per wk.
150	Columbian Hotel, H. K. Lyon.....	\$9 to 12
100	J. M. Allerton, Hine House.....	7 to 12
100	D. W. Jennings, Jennings' Hotel.....	8 to 10
200	A. J. Lock, Maple Lawn House.....	8 to 14
75	S. Merritt Jones, Round Top Farm....	7 to 10
200	The Rockwood.....	Apply
200	Walters, Walters Hotel.....	Apply
25	F. W. Ivory, The Pines.....	6 to 8
25	Wm. L. Richards, Birch Lawn.....	7 to 9
20	R. H. Babeock, Aratoga Heights.....	7
75	A. Millet, Hill Crest Manor.....	7 to 10
30	James F. Buckley, Mountain Villa...	7 to 10
75	Burdell Butts, Shady Lawn.....	6 to 8
20	Fillmore Scott, Blackhead Farm.....	6 to 7
75	W. E. Pitcher, Trout Brook House....	7 to 10
40	Charles Muller, Reservoir Farm.....	7 to 8
40	S. H. Timmerman, Mower House.....	7 to 8
60	C. C. Lock, Round-Top View.....	8 to 12
40	J. N. Nealis, Mudge House.....	Apply
35	Mrs. A. Klutz, Rosemere Cottage.....	7 to 8
25	Mrs. I. D. Feeney, Mountain Retreat.	Apply
25	Mrs. N. Rosenbery, Fox's Villa.....	7 & up
20	Mrs. A. Bacon, Hill Top Cottage.....	6 to 7
10	Mrs. Marrenner, Marrenner Farm.....	7

CATSKILL, GREENE COUNTY.

Excursion rate, \$2.75.

300	Catskill Mountain House (via Catskill Mountain and Otis El. R'ys.).....	Apply
250	Summit Hill House.....	Apply
300	Grant House, Grant & Cornell.....	\$12 & up
75	J. E. Overbagh, Embogecht House....	7 to 10
400	Prospect Park Hotel.....	Apply
100	Hotel Irving.....	Apply
100	Salisbury House, N. Lawria.....	7 to 8
200	Glenwood Hotel.....	9 & up
150	Wm. M. Smith, Smith House.....	Apply
75	Commercial Hotel, Wm. P. Bell.....	10 to 12
100	Kiskatom Hotel, George Rein.....	8 & up
10	Edward Peters, Shady Farm.....	8
35	Mrs. Ella M. Steiner, Otis View Manor.	7 to 8
60	Martin Fister, Bethel Ridge House....	6 to 7
16	Geo. H. Austin, Austin Farm.....	7
45	Frederick Saxe, Mountain View Farm.	8 to 10
15	L. Martin, Highland View Cottage....	7
30	S. Weed, Hop-O-Nose House.....	7 to 9
25	D. L. Winter, Mountain View.....	7 to 8
40	K. L. Defossez, Mgr., "The Glencliff."	10 to 12
30	C. E. Covell, Pleasant View.....	6 to 8
30	Edgar Saxe, Maple Grove.....	7
40	J. B. German, Woodmere Heights.....	8 to 15
50	M. L. Lyons, Kismet Villa.....	7 to 9
40	C. B. Holcomb, The Clermont.....	5 to 8
40	L. E. Woolhiser, Pine Grove Cottage..	7 to 10
20	William Linzey, Maplehurst.....	8 to 10
20	Mary E. Linzey, Woodbine Cottage...	7 to 8
30	George W. Winans, Valley View.....	7 to 9

No. Guests.		R	per w
25	Mrs. John Plusck, Terrace Cottage....	\$7	to 8
25	Frank Winans, Fairview Farm.....	7	
30	John C. Bordt, The Pines.....	6	to 7
30	I. G. Jackson, Jefferson Homestead...	Apply	
10	Fanny Faulkner, Cottage.....	8	to 10
65	Chas. L. Plusch, Embogecht House....	7	& up
60	N. Weissman, Mountain View House..	7	to 9
60	Mrs. J. Rusack, Shady Lawn House..	8	& up
60	The Edgemere, Arbogast & Bush.....	7	to 9
50	E. Bramson, Hill Side Cottage.....	8	
35	Joseph Holmes, Maple Brook Farm...	6	to 7
35	Mrs. A. E. Curen, Terrace Hill.....	8	to 10
30	Chas. E. Cludester, Pleasant Home...	7	
28	Frank E. Ryan, West Catskill House..	Apply	
25	Mrs. John N. Wilson, Grand View House	Apply	
25	G. H. Vermilyea, Elm Brook Cottage..	6	to 8
25	Mrs. John Hass, River View House...	7	to 10
25	Lorenzo Overbaugh, Pine Grove Farm.	7	to 9
25	Wm. H. Crapser, Sylvan Retreat.....	7	to 10
20	Ward H. Bogardus, Hill Side Cottage.	7	to 10
	A. Saulpaugh, The Saulpaugh.....	Apply	
	M. A. Haines, Grand View House....	6	to 8
40	D. D. Van Valkenburgh, Orchard Grove	7	to 12

CONESVILLE, SCHOHARIE COUNTY.

El. 1800 feet. Nine miles from Grand Gorge station on U. & D.
R. R.

8	M. A. Cammer, Cammer Farm... .	\$6	
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CORNWALLVILLE, GREENE COUNTY.

El. 950 feet. Ten miles from Cairo station on Catskill Mt. Ry.

40	E. L. Sherman, Sherman House.....	\$6	to 7
10	Eugene W. Goff, Goff Homestead.....	7	to 9
25	R. W. Van Dyke, Meadow Brook Farm..	6	to 8

DAVENPORT, DELAWARE COUNTY.

El. 1450 feet. Five miles from Davenport Centre station on
U. & D. R. R.

20	W. Neer, Pleasant View Cottage.....	\$7	
9	L. D. Mattice, Clarendon.....	Apply	
30	Globe Hotel.....	7	to 10
15	J. A. Griffin.....	7	

DAVENPORT CENTER, DELAWARE CO.]

El. 1500 feet. One hundred and one miles from Kingston Point
on U. & D. R. R. Excursion rate, \$8.30.

10	A. J. Blackman.....	Apply	
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DELHI, DELAWARE COUNTY.

El. 1300 feet. Eight miles from Bloomville station on U. & D.
R. R.

100	Edgerton House	Apply	
100	The American.....	Apply	
8	Mrs. Z. Farrington, Elm Cottage.....	\$5	to 8
6	James A. Paine, Lawn Dale Farm....	7	
6	George W. Grant, Valley View.....	Apply	
8	Albert Huber.....	10	

DENVER, DELAWARE COUNTY.

El. 1560 feet. Three miles from Roxbury station on U. & D. R. R.

No. Guests.		Rate per wk.
30	D. W. Roberts & Son, Valley Farm....	\$7
25	N. J. Roberts, Elm Grove Farm.....	7 to 8

DOWNESVILLE, DELAWARE COUNTY.

El. 1100 feet. Twenty-four miles from Arkville on the Delaware & Eastern R. R.

50	E. J. Smith, Eagle Hotel.	\$14
16	O. B. Purdy, The Purdy House.....	8
8	E. S. Palmer.....	6

DRY BROOK, ULSTER COUNTY.

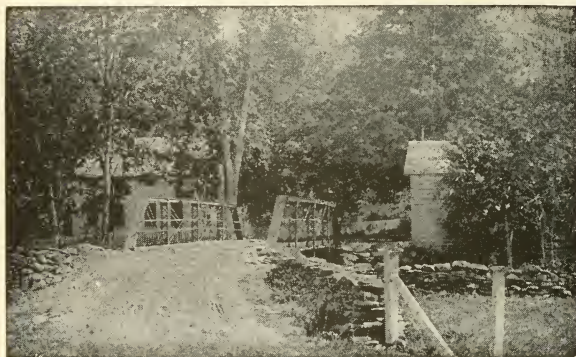
El. 1500 feet. Four miles from Arkville station on U. & D. R. R.

25	Cold Spring House.....	Apply
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DUNRAVEN, DELAWARE COUNTY.

El. 1250 feet. Four miles from Arkville on the Delaware & Eastern R. R.

25	Ziba Sanford, The Homestead.....	\$7 to 10
20	O. M. Sanford, Pleasant Valley.....	6
8	Mrs. E. W. Stewart.....	7 to 15



CENTERVILLE BRIDGE.

DURHAM, GREENE COUNTY.

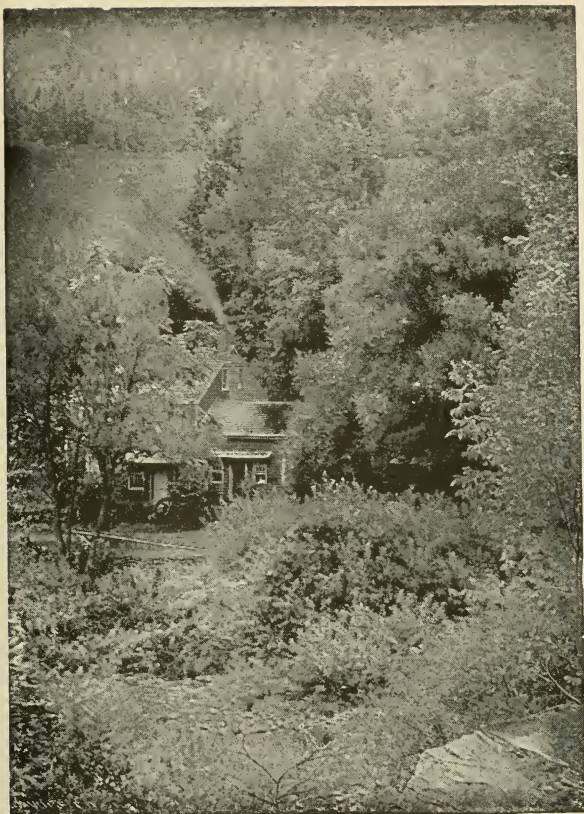
El. 990 feet. Twelve miles from Cairo on Catskill Mountain Ry.

80	"Shady Glen".....	Apply
30	Durham Hotel.....	Apply
30	Cecil E. Crandall, Mountain View.....	\$6 to 8
20	Geo. Finch, Locust Hill.....	6 to 7
10	M. C. Baldwin, Birch Cottage.....	6

EAST DURHAM, GREENE COUNTY.

El. 750 feet. Six miles from Cairo station on Catskill Mt. Ry.

65	Edgewood Falls Farm, Mrs. George H. Osterhout.....	\$6.50 to 8
125	Grand View Farm House, Sam Zacomick.....	9
100	Fitzgerald House.....	Apply
25	Frank Owen, Eldorado.....	7 to 8
30	Seymour Taylor, Taylor's Hotel.....	7 to 8



ON THE STONY CLOVE ROAD--CATSKILL MOUNTAINS. " "

No. Guests.		Rate per wk.
25	A. Van Tassell, The Villa.....	\$7
30	E. W. Payne, Winan's Farm.....	7 to 8
20	G. L. Allen, Crystal Falls House.....	Apply
20	Mrs. Ford Hallock, Maple Dell House.	6
15	Daniel H. Mackey, Stone Ridge Farm	5 to 6
15	Mrs. R. Van Tassel, The Ingleside.....	7 to 8

EAST JEWETT GREENE COUNTY.

El. 1500 feet. Three miles from Hunter station on U. & D. R. R.

30	Cherry Ridge House, C. D. Simpkins..	\$6 to 8
10	Frank Woodworth, Onteora Dairy Farm	8 to 10

EAST WINDHAM, GREENE COUNTY.

El. 1880 feet. Ten miles from Cairo station on Catskill Mountain Ry.

150	John J. Barry, Butts House.....	\$10 and up
30	Ira M. France, France Fruit Farm....	6 to 7
200	Summit House, Wm. H. Hilliard.....	8 to 12

No. Guests.		Rate per wk.
25	H. A. Butts, Mt. Zoar Villa.....	\$8 to 12
150	Grand View Mountain House.....	Apply
40	H. S. Woodworth, Mountain Brook Farm.....	6 to 8
20	Mary Butts, Maple Cottage.....	7 to 8
40	M. E. Sherman, High Peak House....	7 to 9
75	M. J. Barry, The Barrymore.....	10 and up

EDGEWOOD, GREENE COUNTY.

El. 900 feet.	Thirty-six miles from Kingston Point on U. & D. R. R. Excursion rate, \$4.40.	
15	N. A. Peet, Stony Clove Cottage.....	Apply
25	A. J. Connelly, Edgewood House.....	Apply

ELKA PARK, GREENE COUNTY.

El. 2500 ft.	Three and one-half miles from Tannersville on the U. & D. R. R. and the Catskill & Tannerville Railway.	
125	Twin Mountain House, Eugene M. Dibbell.....	\$10 to 12
75	Meadow Lawn, T. Seifferth.....	Apply

FLEISCHMANS, DELAWARE COUNTY.

(Formerly Griffin's Corners Station.)

El. 1516 ft.	Forty-six miles from Kingston Point on U. & D. R. R. Excursion rate, \$4.95.	
30	O. F. Ballard, Ballard Cottage.....	\$8 to 10
70	Maple Villa, Freed & Cline.....	Apply
25	James Kelly, Kelly Farm.....	7
25	Howard Mayes, Mayes Cottage.....	Apply
35	J. Grunberg, Catskill View House....	10
20	Mrs. Silas Blish, Mountain View.....	Apply

FREEHOLD, GREENE COUNTY.

El 700 feet.	Five miles from Cairo station on Catskill Mountain Ry.	
125	Shady Glen House, Matthias Applegate,	\$8 to 12
75	Mrs. John W. Brooks, The Oakwood...	7 to 8
16	Burton Goodfellow, Fruit Farm.....	7
75	Willard I. Hunt, Freehold House.....	7
20	John Steele, Pine Dell Farm.....	7 & up
35	Elmer E. Story, Story's Lawn House..	7 to 8
16	R. E. Searing, Grape Vine Farm.....	6 to 7
35	J. W. Smith, Woodside Cottage.....	5
40	Chas. E. Craw, Becker Homestead....	6 to 8
25	Albertus Becker, Fair View.....	7
25	Charles A. Goff, Meadow Brook Farm..	7
15	H. Antus, Antus Homestead.....	7 to 8
20	Joseph Barlow, Barlow Homestead....	8
30	Mrs. A. Tunison, Cherry Hill Home- stead.....	7 to 9
25	J. B. Simmons, Woodland Cottage....	6 to 7
25	W. P. Seabridge, Evergreen Croft....	7 to 8
15	M. B. Horton, Hickory Grove.....	7
12	Mrs. R. A. Barker, The Forestine....	7 to 8
12	Mrs. L. S. Betts, The Hazel Dell House	6
10	M. Gibson, Cliff Side Cottage.....	6



FAWN'S LEAP. KAATERSKILL CLOVE



ALONG THE KAATERSKILL CREEK.

GAY HEAD, GREENE COUNTY.

El. 615 feet. Three miles from South Cairo station on Catskill Mountain Ry.

No. Guests.		Rate per wk.
100	Daniel Feeney, Pine Grove House.....	\$7 to 9
30	Lewis Betts, Mountain View.....	6 to 7
30	Joseph Platzer, Maple Farm House...	6 to 7
25	R. W. Allerton, Bonanza Glen House..	6 to 7
15	D. Sutton, Twin Spring House.....	Apply
45	Willis J. Parker, Eastern Overlook House	6 to 7
15	Charles S. Vail, Farm House.....	6

GILBOA, SCHOHARIE COUNTY.

El. 1036 feet. Four miles from Grand Gorge station on U. & D.
R. R.

No. Guests.		Rate per wk.
25	O. Cain	\$6 to 7
35	I. C. Wyckoff, Pleasant View.....	7
20	Stryker Bros., Stryker's Homestead...	7
15	W. C. Wyckoff, Pleasant View Farm..	7

GLENFORD, ULSTER COUNTY.

El. 600 feet. Three miles from West Hurley station on U. & D.
R. R.

20	John Krom, Mountain View.....	\$6
20	W. W. Castle, Glenford Hill.....	6
14	Silas Brower, Brower House.....	6 to 7

GRAND HOTEL, STATION, HIGHMOUNT, N. Y ULSTER COUNTY.

El. 1886 feet. Forty-three miles from Kingston Point on U. &
D. R. R. Excursion rate, \$4.75.

No. Guests.		Rate per wk.
450	Grand Hotel, Grand Hotel Co.....	Apply

GRAND GORGE, DELAWARE COUNTY.

El. 1570 feet. Sixty-seven miles from Kingston Point on U. &
D. R. R. Excursion rate, \$6.20.

15	G. P. Raeder, Raehurst.....	\$10
15	J. C. Porn, Rose Lawn Cottage.....	8 to 10
30	Lawrence M. Cronk, The Belmont....	Apply
20	Willis Cronk, Brooklyn Cottage.....	7 to 9
12	Amelia Swaine, Bonny Bank.....	7 to 8

GREENVILLE, GREENE COUNTY.

El. 600 feet. Seven miles from Cairo station on Catskill Mt. R. R.

50	A. W. Haight, Locust Hill.....	\$7 to 9
20	Mrs. Augusta Greene, Pleasant View.	6 to 8
28	H. A. Hewitt, Crystal Spring.....	6 to 7
10	Chas. Roe, Park House.....	Apply
30	Adison Pemberton, Grand View.....	7
25	John H. Palmer, Meadow Spring.....	6 to 7
20	Mrs. Chas. Gaggin, Cheery Hill.....	6 to 7
15	Mrs. Wm. Eastburn, Sunnyside Cot- tage.....	6 to 7
12	Austin B. Winans, Winan's Woodside Farm.	5 to 6

GRIFFIN'S CORNERS, DELAWARE COUNTY.

El. 1516 feet. See Fleischmans.

200	Hotel Washington, David C. Freedman	Apply
200	Hotel Switzerland, Townsend & Griffin.	Apply
200	Hotel New York.....	Apply
30	J. E. Todd, Sunset View.....	\$8 to 10
35	D. T. Sanford, Burnt Mt. Farm.....	7 to 8
30	Mrs. A. Scott, Villa Scott.....	Apply



THE SPHINX, HAINES CORNERS.

No. Guests.		Rate per wk.
60	J. H. Erzinger, Halfield Mansion	\$8 to 10
25	Geo. L. Butts, Evergreen	7
100	Max Sameth, The Sameth Cottage	Apply
100	Joseph Fischguard, Manhattan Hotel.	12 to 18
100	Mrs. Mary Lasher, Lasher Farm	8 to 10
35	M. Garrison, The Willamere	Apply
25	E. J. Hornbeck, Gem of the Catskills . .	7 to 10
25	J. Meade, Ivy Cottage	8 to 10
15	Mrs. S. E. Furman, Grand View Farm.	7 to 8

HAINES FALLS, GREENE COUNTY.

El. 1890 feet. Forty-five miles from Kingston Point on U. & D.
R. R. Excursion rate, \$4.95.

Also reached by the Catskill & Tannersville and Otis Elevating
Railways. Excursion rate \$4.85.

No. Guests.		Rate per wk.
175	Sunset Park Inn.....	Apply
50	Wm. O'Hara, Shady Grove.....	Apply
75	The Lodge, located in Santa Cruz Park, F. D. Harrigan.....	Apply
50	Santa Cruz Park, Mrs. Nellie P. Leach	\$15 & up
100	C. A. Martin, Lox Hurst.....	8 to 15
300	Laurel House.....	Apply
200	Twilight Inn, located in Twilight Park..	Apply
80	Lodge End Inn, located in Twilight Park.....	Apply
100	Squirrel Inn, located in Twilight Park..	Apply
250	"The Antlers," S. Friedberg	15 & up
35	A. B. Layman, Rockland Farm.....	8 to 10
40	Mrs. Geo. Knapp, Sunnyside.....	7 to 10
100	Haines' Falls House.....	Apply
100	Owen Glennon, Glen Park House.....	Apply
50	W. I. Hallenbeck, Fenmore.....	8 to 12
75	A. H. Legg, Belle View.....	8 to 15
100	Lockhurst	Apply
50	Ira S. Rider, Mountain Rest	Apply
25	Wm. Haines, Mountain View.....	Apply
40	R. F. Haines, High View House	10 & up
75	Samuel Rusk, Claremont.....	10 to 15
75	Geo. W. Reed, Central House.....	8 to 10
50	Elmer E. Pelham, Kenwood.....	8 to 15
25	Mrs. V. Haines, Winona.....	8 to 12
25	T. J. Carr, Maple Terrace.....	Apply
12	Chas. M. Greene, Alpine Cottage.....	7 to 10
100	W. Wolf, The Fairbright.....	12 & up
80	C. N. Legg, Upland Farm.....	9 to 12
40	Mrs. M. L. Tracy, Mt. Sylvan House..	7 to 12
30	Burdell Lapman, Farm House.....	8 to 12
30	A. R. Legg, Balsam Grove House.....	Apply
20	C. S. Jones, Hazelwood.....	8 to 12

HALCOTT CENTER, GREENE COUNTY.

El. 2000 feet. Three miles from Fleischmans station on U. & D.
R. R.

60	The Snowdon.....	Apply
30	James M. Moseman, South Mountain.	\$7 to 10
30	W. J. Moseman, Elm Tree Cottage....	7 to 9
25	Geo. W. Gordon, Mountain Dale.....	Apply
50	Robert Van Valkenburgh, Maple Shade Farm.....	Apply
30	L. Van Valkenburgh, The Homestead.	7 to 8
10	Mrs. Martha C. Davis, Cold Spring House	7

HALCOTTVILLE, DELAWARE COUNTY.

El. 1399 feet. Fifty-five miles from Kingston Point on U. & D.
R. R. Excursion rate, \$5.50.

12	Zadock R. Williams.....	\$7 to 8
30	Mrs. C. Robinson, Lake Wawaka Inn..	Apply

HARPERSFIELD, DELAWARE COUNTY.

El. 1767 feet. Four miles from Stamford station on U. & D.
R. R.

1	C. W. Phinck, Maple Shade.....	Apply
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HARVARD, DELAWARE COUNTY.

El. 1400 feet. Thirty-five miles from Arkville on D. & E. R. R.
 No. Guests. Rate per wk.

20	Mrs. O. P. Sutton, Myrtle Farm.....	Apply
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HENSONVILLE, GREENE COUNTY.

El. 1646 feet. Six miles from Hunter station on U. & D. R. R.

30	L. Peck, Mill Brook Farm.....	\$9 to 10
30	H. H. Smith, Hensonville Hotel.....	8 & up
25	O. S. Griffin, Griffin's Rural Retreat...	7 to 10
20	Romaine A. Butts, The Edgemount...	Apply
20	D. L. Chase, Chase House.....	8
20	Peter S. Vining, Round Hill Farm....	7
15	C. L. Huggans, Glendale.....	6 to 7
15	Chas. A. Peck, Fair View Farm.....	Apply
10	C. D. Jump, Crystal Springs.....	8 to 10

HIGHMOUNT, ULSTER COUNTY.

Grand Hotel Station, U. & D. R. R.

450	Grand Hotel, The Grand Hotel Co.....	Apply
100	The Grampian.....	Apply
100	Hollywood Lodge.....	Apply
200	The Rossmore.....	Apply

HOBART, DELAWARE COUNTY.

El. 1614 feet. Eighty miles from Kingston Point on U. & D. R. R. Excursion rate, \$6.95.

50	New Hobart House, Mrs. W. F. Brazil	\$8 to 10
40	Mrs. Clayton Weeks, Commercial House	8 to 10
25	Mrs. Dell M. Simonson.....	10
4	E. Burroughs, Maple Park Cottage....	8
20	S. J. Lamb, Marine Cottage.....	7 to 10
12	M. C. Gordon, Maple Shade.....	7 to 8
25	C. W. Ives, Ives Place.....	7 to 9
15	J. H. Miller, Eagle Cottage.....	7
3	C. C. Scovell, Private Costage.....	Apply
12	G. W. Wood, Colonial Cottage.....	7 to 10
12	J. P. Gregory, Maplehurst.....	Apply
10	John Polley, Hill Crest.....	7
10	G. H. Polley, Hillside Farm.....	7 to 8
10	G. M. Moore, The Clairmore.....	Apply
8	G. W. McMurdy, Pleasant View.....	7 to 9
10	B. A. Knapp, West End Cottage.....	7

HUNTER, GREENE COUNTY.

El. 1609 feet. Forty-three miles from Kingston Point on U. & D. R. R. Excursion rate, \$4.85.

175	Central House.....	Apply
200	Hunter House.....	Apply
175	Hotel St. Charles.....	Apply
150	Louis Meyer, Stony View Hotel.....	\$12 to 15
200	West End Hotel.....	Apply
100	Breeze Hill House and Cottages.....	Apply
100	Garra Hotel.....	Apply
150	Kaatsberg Park Hotel.....	Apply
30	E. H. Griffin, Maple Manor.....	7 to 10
200	Hunter M't'n, Prospect House.....	Apply
65	The Arlington.....	Apply
80	Glen Farm House.....	Apply
100	Grand American.....	Apply
20	G. E. Griffin, Locust Grove Farm.....	6 to 8
40	C. G. Haner, Terrace Farm.....	7 to 9

No. Guests.		Rate per wk.
20	Wm. H. Taylor, Taylor Heights House,	\$8 to 10
25	E. C. Fromer, The Fernside.....	8 to 10
20	W. G. Egbertson, Egbertson House...	10
40	Alpine.....	8 to 10
12	T. L. Stranghan, Farm Cottage.....	7 to 8
40	Squires Hotel, Wm. H. Squires.....	Apply
15	L. Benjamin, Cold Spring House.....	Apply
20	Charles W. Saxe, Elmhurst.....	7 to 8
20	Adelbert Dibble, Colonel's Chair Cot- tage.....	10 to 15
10	James Linsley, Linsley Cottage.....	7
100	Amos Gordon.....	Apply
100	Stony View House.....	Apply

JEFFERSON, SCHOHARIE COUNTY.

El. 2000 feet. Five miles from Stamford station on U. & D. R. R.

12	H. M. Clark, Cold Spring Cottage.....	\$7
40	I. M. Hubbard, Pleasant Valley Farm	7 to 8

JEWETT, GREENE COUNTY.

El. 1810 feet. Six miles from Hunter station on U. & D. R. R.

90	Tower Mt. House.....	Apply
30	John P. Race, Elm Tree House.....	\$7 to 10
50	G. H. Chase, Jewett Heights House...	Apply
25	J. H. McEwan, Jr., Mountain Farm House.....	7

KAATERSKILL, GREENE COUNTY.

Eight miles from Kaaterskill Junction on U. & D. R. R. Excursion rate, \$5.10. Also accessible via Catskill Mt. and Otis Elevating Rys. from Catskill to Otis Summit. Excursion rate, \$4.85.

1,200	HOTEL KAATERSKILL.....	Apply
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KELLY'S CORNERS, DELAWARE COUNTY.

El. 1370 feet. Fifty-three miles from Kingston Point on U. & D. R. R. Excursion rate, \$5.35.

15	W. G. Kelly.....	Apply
6	James Seager.....	Apply

KISKATOM, GREENE COUNTY.

El. 687 feet. Five miles from Catskill.

40	Mountain View.....	Apply
150	Glenwood Hotel, W. Bramson.....	\$9 & up
30	Mrs. E. G. Savage, Colonial Homestead.	7 to 9
30	John Hoelum, Orchard Grove.....	7 to 10
25	Frank Lasher, Elm Lawn.....	7 to 8

KORTRIGHT STATION, DELAWARE COUNTY.

El. 1600 feet. Ninety-two miles from Kingston Point on U. & D. R. R. Excursion rate, \$7.75.

No. Guests.		Rate per wk.
8	J. C. MacLowry, Kartright Inn.....	\$7

KRUMVILLE, ULSTER COUNTY.

El. 750 feet. Five miles from Broadheads Bridge station on U. & D. R. R.

65	Elisha Merrihew, Rock View Cottage.	Apply
60	Benj. Merrihew, Beaver Lake.....	\$7 to 8

LAKE HILL, ULSTER COUNTY.

El. 750 feet. Four miles from Mt. Pleasant station on U. & D. R. R.

10	M. Sagendorf, Lake Side House.....	\$6
25	C. V. Schultz, Mountain Rest.....	8 to 12
30	R. R. Wilbur.....	Apply
20	S. G. Wilbur.....	Apply
20	James Wilbur.....	Apply
20	S. A. Mosher.....	Apply
75	Wilbur House.....	Apply

LANESVILLE, GREENE COUNTY.

Thirty-three miles from Kingston Point on U. & D. R. R.
Excursion rate, \$4.25.

40	Chas. R. Lane, "The Ruggles".....	\$8 to 10
35	David Crosby, Echo Cottage.....	Apply
30	A. H. Stryker, Clover Leaf Cottage....	Apply
30	Mrs. Edith Dolan, The Norwood.....	6 to 8
15	C. Harrington, Woodbine.....	7 to 8
30	Asa Crosby, Diamond Notch.....	Apply
60	Lanesville House, L. J. Lindsley.....	8 to 10
30	H. S. Lane, Belmont.....	7 to 8
25	Harry S. Lane, The Brunswick.....	6 to 10

LAUREL HOUSE STATION, GREENE COUNTY

(Address at Haines Falls, P. O.)

Seven miles from Kaaterskill Junction on U. & D. R. R. Excursion rate, \$5.10 Also reached by the Catskill & Tannersville and Otis Elevating Railways. Excursion rate, \$4.85.

200	Laurel House, Weiss & Inglisse.....	Appl
25	Mountain Crest.....	Apply

LEEDS, GREENE COUNTY.

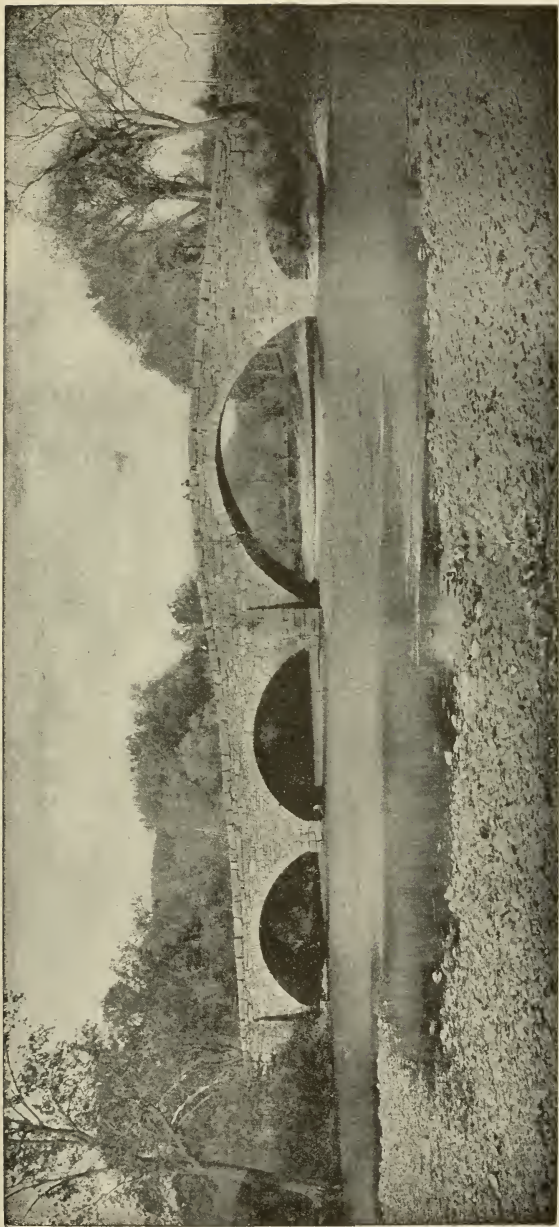
Four miles from Catskill on Catskill Mountain Ry. Excursion rate, \$3.55.

60	Bethel Ridge House.....	Apply
100	Salisbury Manor.....	Apply
100	Gypsy Point House, Wm. M. G. Smith.	Apply
50	George Badeau, St. George.....	\$7 to 10
50	Wm. T. Wright, Mountain Side.....	7 & up
25	John W. Cunningham, The White Gables.....	7 to 8
30	Ethrington Farm.....	Apply
15	Mrs. E. Lindsey, Diamond Springs....	7
40	H. M. Hawkins, The Durskill.....	7 to 8
40	Mrs. B. W. Cammer, Maple Rest.....	7 to 8
30	G. E. Holding, Ethrington Farm.....	6 to 8
35	John H. Van Hoesen, Green's Lake Hotel.....	7 to 10
20	C. W. Wolcott, Creek Side Place.....	7
10	D. J. Hamm, Eclectic Cottage.....	7

LEXINGTON, GREENE COUNTY.

El. 1320 feet. Ten miles from Shandaken depot on U. & D. R. R. Nine miles from Hunter depot on U. & D. R. R.

125	B. O'Hara & Son, O'Hara House.....	\$8 to 15
45	George Moore, The Mackey.....	7 to 9
20	C. A. Thompson, Thompson House....	Apply
100	Lexington House, J. Hermann.....	Apply
50	H. Kipp, Kipp House.....	10 to 15
60	I. Felber, Monroe House.....	10 to 15



THE CELEBRATED LEEDS BRIDGE.

No. Guests.		Rate per wk.
40	J. H. Roraback.....	Apply
50	Lamont's Elm Tree House.....	Apply
15	Smith House.....	Apply
15	Mrs. C. Ballow.....	Apply

LIVINGSTONVILLE, GREENE COUNTY.

El. 1100 feet. Eighteen miles from Cairo station on Catskill Mountain Ry.

10	Austin T. Chichester, Morning Glory House.....	\$7
25	S. D. Hess, Lake Creek Hotel.....	6 to 8



NEAR LITTLE KILL — LEXINGTON.

LONGYEAR, ULSTER COUNTY.

Mount Pleasant Station, U. & D. R. R.

35	Mrs. Orville Every, Mountain Breeze..	Apply
125	Van Cockburn House.....	Apply

MANORKILL, SCHOHARIE COUNTY.

El. 1650 feet. Eleven miles from Grand Gorge station on U. & D. R. R.

12	Manorkill House.....	Apply
20	Trout Brook Farm.....	Apply

MARGARETVILLE, DELAWARE COUNTY.

El. 1350 feet. One and one-half miles from Arkville on D. & E. R. R.

100	Mrs. S. S. Bouton, Wawanda Inn.....	Apply
25	M. Anderson, Anderson Hotel.....	\$7 to 10
12	W. H. Brown, Browning Cottage.....	10
10	George R. Hewitt, Swiss Cottage.....	Apply

MT. PLEASANT, ULSTER COUNTY.

Post-office, Longyear, Ulster county.

El. 700 feet. Twenty-six miles from Kingston Point on U. & D. R. R. Excursion rate, \$3.75.

No. Guests.		Rate per wk.
125	Van Cockburn, Cockburn House.....	Apply
25	Mrs. Orville L. Every, Mountain Breeze House.....	Apply
40	Homer Burglier, Burton Cottage.....	\$10 to 12
25	Edwin De Vall, De Vall Farm.....	7 to 10
25	L. S. Randall, Randall House.....	8 to 10
25	Wm. A. Slyvert, The Maple Villa.....	Apply

MEDUSA, ALBANY COUNTY.

El. 500 feet. Ten miles from Cairo on Catskill Mountain Ry.

20 A. C. Mackey, The Irma..... Apply

NEW KINGSTON, DELAWARE COUNTY.

El. 1200 feet. Five miles from Margaretville on D. & E. R. R.

6 P. G. Gable, Old Homestead..... \$7

25 W. C. Sanford, Brookdale Cottage.... 8

John T. Archibald, Fairview..... 7

NORTH BLENHEIM, SCHOHARIE COUNTY.

El. 1700 feet. Ten miles from Stamford station on U. & D. R. R.

20 Blenheim House..... Apply

NORTH KORTRIGHT, DELAWARE COUNTY.

El. 1600 feet. Two miles from Kortright station on U. & D. R. R.

12 A. M. & E. C. Henderson, Brookdale.. \$7 to 10

10 Irving Dayton, Dayton Farm..... Apply



HURRICANE DECK, STEAMER "ALBANY."

NORTH HARPERSFIELD, DELAWARE CO.

El. 1700 feet. Six miles from Stamford station on U. & D. R. R.

No. Guests.		Rate per wk.
12	Wm. D. Gallt, Gallt House.....	Apply
10	Mrs. H. O. Nichols.....	\$6 to 8

NORTON HILL, GREENE COUNTY.

El. 900 feet. Eight miles from Cairo station on Catskill Mountain Ry.

40	Mrs. A. Haines, Haines Farm.....	\$6 to 8
15	Mrs. F. E. Stanton, Mountain View..	5 to 6

OAK HILL, GREENE COUNTY.

El. 900 feet. Ten miles from Cairo Station on Catskill Mountain Ry.

15	J. H. Burhaus, Eureka Farm.....	\$6
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OLIVE, ULSTER COUNTY.

El. 511 feet. Two miles from Olive Branch station on U. & D. R. R.

50	Davis House.....	Apply
30	Mrs. W. F. Ritter, Locust Hill House.	\$7 & up
12	Cyrus Cudney, Cudney Farm.....	7 to 8
20	M. B. Keogan, Fairview Farm House..	7

OLIVE BRANCH, ULSTER COUNTY.

El. 511 feet. Fourteen miles from Kingston Point on U. & D. R. R. Excursion rate, \$3.05.

20	Mountain Star.....	Apply
30	Davis Farm	Apply

OLIVE BRIDGE, ULSTER COUNTY.

El. 600 feet. Two miles from Broadheads Bridge station on U. & D. R. R.

20	Wm. Christian, Locust View Farm....	\$7
20	Jacob Merrihew.....	Apply

OLIVEREA, ULSTER COUNTY.

El. 2000 feet. Two miles from Big Indian station on U. & D. R. R.

75	Slide Mt. House.....	Apply
100	Balsam Mountain House, David Strauss.	Apply
65	D. S. Jocelyn, Jocelyn House.....	\$9 to 12
35	John R. Maben, Johnson Farm Cottage.	7 to 9
25	Jerome Aley, Maple View.....	10
25	Ed. Dutcher, Cold Spring Cottage.....	Apply
20	John Burnham, Crystal Springs House.	7 to 9

ONEONTA, OTSEGO COUNTY.

El. 1094 feet. One hundred and eight miles from Kingston Point on U. & D. R. R. Excursion rate, \$8.75.

10	Mrs. W. A. Noble, 87 Elm St.....	Apply
10	Mrs. John J. Kalligan, 51½ Elm St....	\$7 to 10
6	Mrs. James Andrews, 281 Main St....	7 to 10

PACAMA, ULSTER COUNTY.

El. 600 feet. Four miles from Brown Station on U. & D. R. R.

35	Mrs. A. Krom, Mountain View Villa..	\$6 to 7
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PALENVILLE, GREENE COUNTY.

El. 680 feet. Sixteen miles from Catskill on Catskill Mountain Ry. Excursion rate, \$4.75.

No. Guests.		Rate per wk.
75	Cornelius Du Bois, Pine Grove House..	\$10 to 15
50	W. A. Goodwin, Chestnut Lawn.....	10
40	James Kraus, Airy Hill House.....	7
14	J. R. Hinman, Myrtle Villa	10
40	Wm. M. Saxe, Fernwood	8 to 12
30	S. Goodfellow, Palenville Homestead..	7 to 10
25	J. H. Henne, Centennial Cottage.....	7 to 8
20	A. J. Lennon, Lennon Farm.....	Apply
25	Mrs. A. B. Chichester.....	8 to 12
15	Mary E. Haines, Orchard Hill.....	6 to 8
50	Mrs. A. J. Teal, The Winchelsea.....	9 to 14
150	Henry Peters, Stony Brook House.....	8 to 15
100	Philo Peak, Maple Grove House.....	10 to 15
75	H. E. Rhodes, The Melbrae.....	10 to 15
40	E. E. Goodwin, Oak Wood Hall.....	Apply
50	L. H. Prager, Echo House.....	7 to 8
12	Theo. Von Gerichten, Lamouree House	7 to 8

PHOENICIA, ULSTER COUNTY.

El. 790 feet. Twenty-nine miles from Kingston Point on U. & D. R. R. Excursion rate, \$3.95.

25	J. Kinkade, Kinkade House.....	Apply
100	The Waldorf, H. C. Lang.....	Apply
30	Simpson House, S. Burger.....	\$8
12	Fred. Bardes, Jefferson Cottage.....	7 to 8
20	A. B. Winchell, Phoenicia Hotel.....	8 to 12
25	M. F. Whitney, Central House.....	Apply
20	Globe Hotel.....	Apply

PINE HILL, ULSTER COUNTY.

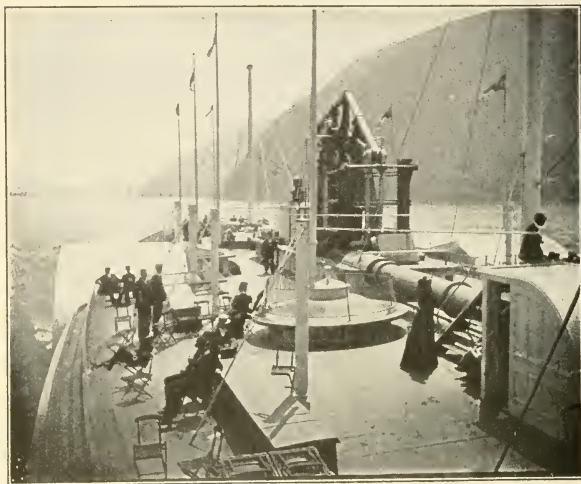
El. 1660 feet. Forty-one miles from Kingston Point on U. & D. R. R. Excursion rate, \$4.65.
* Via Grand Hotel Station.

100	Cornish House.....	Apply
175	"Rip Van Winkle".....	Apply
75	D. T. Winter, The Winterton.....	Apply
100	The Alpine.....	Apply
200	The Wellington.....	Apply
75	Minnisink House.....	Apply
75	Birch Creek House.....	Apply
45	Warren Townsend, Mountain Meadow..	Apply
40	Pine Hill House, J. S. Cole.....	\$10 & up
20	Benjamin Dougherty, Valley Stream Cottage	8 to 10
60	M. & Ph. Diamond, The Watson.....	8 to 12
50	Townsend H. Lee, "The Leonta"....	10 & up
40	E. R. Blake, Blake Cottage.....	Apply
40	J. S. Pessenar, Avon Inn.....	10 to 15
30	S. Goldman, Mountain Spring House..	10 to 14
80	The Colonial House	9 to 15
125	New Mountain Inn.....	Apply
50	Orchard Park House	Apply
100	Mrs. Annie Stern, Bonnie View.....	Apply
25	James Townsend.....	Apply
75	The Mondair, Ben Levy.....	Apply
15	Mrs. Sarah J. Gavette, Victoria Cottage	Apply

PLATTE CLOVE, GREENE COUNTY.

El. 1950 feet. Six miles from Tannersville station on Catskill and Tannersville Ry. and U. & D. R. R.

No. Guests.		Rate per wk.
100	Plattkill Falls House.....	Alppy



ON THE DAY LINE—HURRICANE DECK.

PRATTSVILLE, GREENE COUNTY.

El. 1164 feet. Five miles from Grand Gorge station on U. & D. R. R.

40	Mrs. Geo. Sachs, Sachs House.....	\$7 to 8
100	Devasego Inn, S. D. Mase.....	8 to 10
30	Andrew Carman, Pleasant Home.....	Apply
40	Chas. Fowler, Hotel Fowler.....	8 to 12
25	Miss Louise Lutz, Lutz Villa.....	8
20	Mrs. Elizabeth Rudolph, Gray Gables.....	Apply
10	Susan J. Bush, Bush Cottage.....	8
8	Sanford Tompkins, Farm House.....	6 to 7

PRESTON HOLLOW, ALBANY COUNTY.

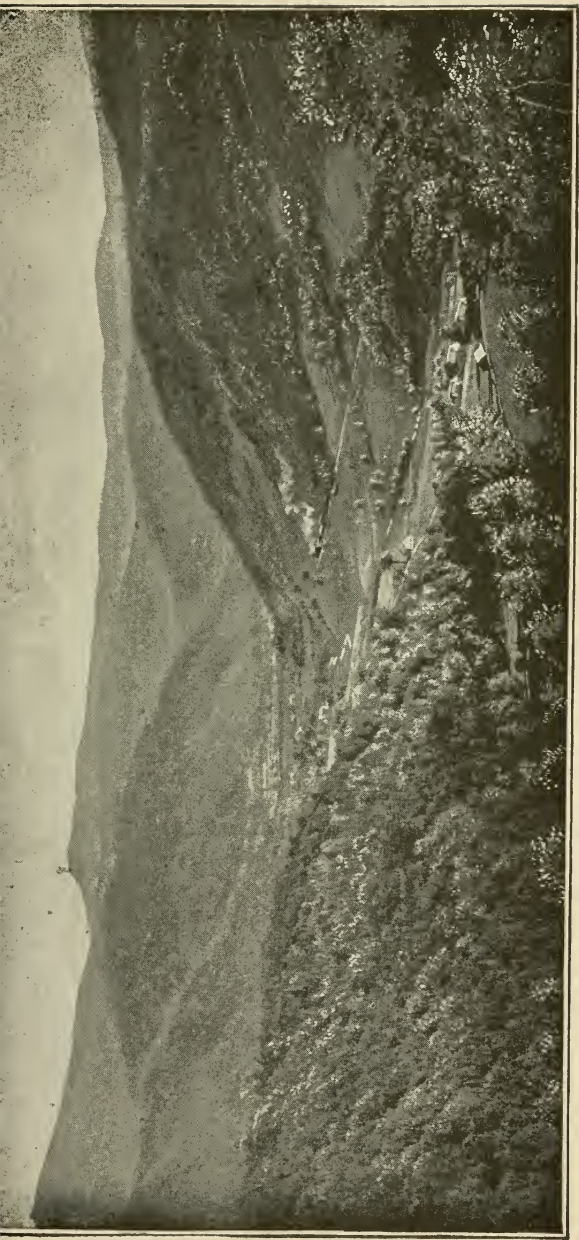
Thirteen miles from Cairo station on the Catskill Mountain Ry.

20	Fox Creek House.....	Apply
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PURLING, GREENE COUNTY.

El. 850 ft. Two miles from Cairo on the C. M. R. R.

150	The Columbian. H. K. Lyon.....	Apply
40	Mrs. E. Goodwin, Shinglekill House...	\$7 to 10
60	Overlook House, Chas. M. Lennon.....	6 to 10
25	W. C. Overbaugh, Oak Grove.....	7 to 8
30	J. Machasana, The Arlington.....	7 to 9
100	Adelbert Lennon, Dellwood House....	8 to 12
50	George Dedrick, Central View.....	7 to 8
20	Mrs. John B. Richards, Cherry Grove Farm.....	6 to 7
25	S. J. Chadderdon, Daisy Dale.....	6 to 8
60	Chas. M. Lennon, Overlook House.....	7 to 10
15	Thomas Lennon, Mt. Brook Farm.....	7 to 8



PINE HILL VALLEY, CATSKILL MOUNTAINS.

RED FALLS, GREENE COUNTY.

El. 1550 feet. Eight miles from Grand Gorge station on U. & D. R. R.

No. Guests.		Rate per wk.
10	S. B. Beers, Jr.....	Apply

RISELEY, ULSTER COUNTY.

El. 1000 feet. Two miles from Shandaken station on U. & D. R. R.

100	Wittenburg House.....	Apply
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ROUND TOP, GREENE COUNTY.

El. 1000 feet. Four miles from Cairo on Catskill Mountain Ry.

60	John H. Titus, Winding Brook Farm..	\$7 to 8
50	L. B. Moore, Round Top Ravine House	7 to 8
50	Walter Schoonmaker, Mountain Dale..	7 to 9
40	L. J. Loughman, Ledgewood Farm House.....	7 to 10
35	C. R. Walker, Glen Craig House.....	8 to 10
25	Mrs. O. F. Krueger, Maplehurst Villa.	Apply

ROXBURY, DELAWARE COUNTY.

El. 1500 feet. Sixty-one miles from Kingston Point on U. & D. R. R. Excursion rate, \$5.85.

36	Clarmont Hall, D. W. Tyler.....	\$8 to 10
12	Mrs. Geo. Van Valkenburgh, Valley View.....	Apply
15	Mrs. Lee Decker, Maple Grove.....	8 to 12
20	D. Cronk, Pleasant View.....	7 to 8
12	Mrs. J. B. Keator, Mountain Side.....	10
12	James McIntosh, Pleasant Valley.....	7
30	T. Richtmyer, Park View.....	Apply
25	A. Cartwright, Jr., Hill Crest.....	Apply
25	M. D. Parsons, The Lea-Croft.....	8 to 10
15	Mrs. Lawrence Shults, Shults Farm....	6
	Wm. Barrett, Delaware Valley House.	Apply
25	Mrs. Mary Hicks, Glen View.....	Apply

SAMSONVILLE, ULSTER COUNTY.

El. 650 feet. Five miles from Shokan station on U. & D. R. R.

14	Geo. W. Davis, Bide-A-Wee.....	\$7 to 8
15	Richard Cole.....	Apply
12	Benj. Secor.....	Apply
20	Mrs. I. Every, Apple Grove Cottage...	Apply

SHANDAKEN, ULSTER COUNTY.

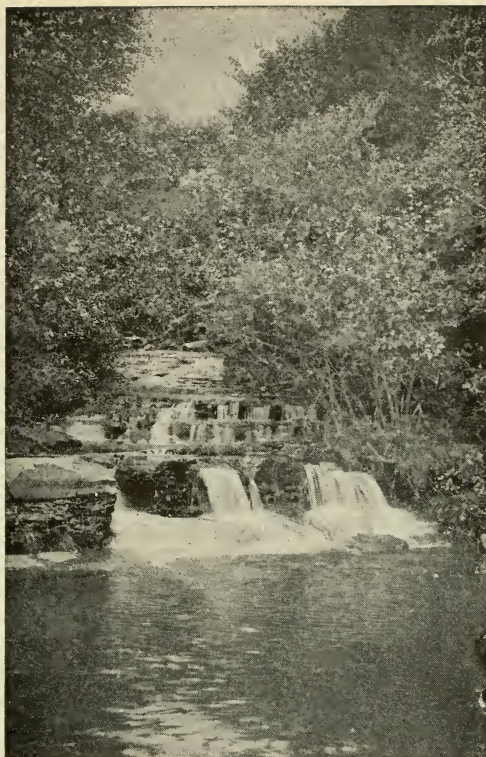
El. 1070 feet. Thirty-five miles from Kingston Point on U. & D. R. R. Excursion rate, \$4.30.

150	Glenbrook Hotel.....	Apply
30	Mrs. C. A. Van Valkenburgh, Van Valkenburgh Farm.....	\$7 to 8
10	Mary Gossoo, Gossoo Farm.....	7 to 8
80	The Clarendon.....	Apply
10	Chas. Clearwater.....	Apply
10	Chas. Emerson Wood, Woodlyn.....	Apply

SHAVERTOWN, DELAWARE COUNTY.

El. 1345 feet. Fourteen miles from Arkville on D. & E. R. R.

20	Robert B. Seath, D. and E.....	\$8 to 10
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RENNEY'S FALLS — THE FORGE.

SHINGHOPPLE, DELAWARE COUNTY.

El. 1400 feet. Twenty-nine miles from Arkville on D. & E. R. R.

No. Guests. Rate per wk.

8 Mrs. F. G. White, Maple Shade Farm. \$5

SHOKAN, ULSTER COUNTY.

El. 533 feet. Twenty miles from Kingston Point on U. & D. R. R. Excursion rate, \$3.45.

15 Mrs. I. Every, Apple Grove..... \$7 to 8

20 Richard Cole, Esopus View..... 7 to 8

15 Mrs. Helen A. Eckert, "Eckerts". . . Apply

10 O. Dunnagan, Dunnagan Farm..... 6 to 7

SLIDE MOUNTAIN, ULSTER COUNTY.

El. 2000 feet. Five miles from Big Indian station on U. & D. R. R.

60 Panther Mt. House..... \$7 to 9

25 Falls House..... Apply

25 Chas. T. Andrews, Valley View. . . . 8 to 10

SOUTH OAIRO, GREENE COUNTY.

El. 417 feet. Eight miles from Catskill on Catskill Mountain
Ry. Excursion rate, \$3.95.

No. Guests.		Rate per wk.
200	Geo. Duncan, Duncan Villa.....	\$7 to 10
100	G. B. Holcomb, Malaeska House.....	7 to 8
25	Mrs. M. Robins, Marion House.....	Apply
25	H. M. Day, Catskill Creek House.....	7 to 8
20	C. Simpson, Pleasant View Farm.....	6
15	S. Stewart, Cozy Cottage.....	6 to 7
35	Sanford Duncan, Rural Home.....	7 to 8
20	Mrs. E. Winne, Wayside Cottage.....	5 to 6
50	Ira D. Vail, Pine Villa.....	7 to 8
12	Mrs. Henrietta Stewart, Maple Farm..	7
20	James Duncan, Apple Tree Farm.....	6 to 8
	Mrs. John A. Woessner, Floral Cottage	7
15	J. H. Wilbur.....	6 to 7



BLACK CHASM FALLS, PLATTEKILL CLOVE.

SOUTH DURHAM, GREENE COUNTY.

El. 970 feet. Six miles from Cairo station on Catskill Mountain Ry.

No. Guests.		Rate per wk.
25	“Mountain Side,” G. A. Sanford.....	\$7
125	Grove Side Cottage.....	Apply
75	Frank A. Jannicky, The Paramount...	8 to 12
40	Geo. A. Bullivant, Cold Spring House..	7 to 10
20	Melvin Bogardus, Sunset House.....	7
15	Geo. A. Bullivant, Belle View Cottage.	6 to 9

SOUTH GILBOA, SCHOHARIE COUNTY.

El. 1845 feet. Seventy-three miles from Kingston Point on U. & D. R. R. Excursion rate, \$6.55.

15	E. C. Frazee, Brookfield Farm.....	\$7 to 10
20	Louis McMahon, Locus Lawn.....	7 to 14
18	Wm. Hall, Murray Hill.....	Apply

SOUTH KORTRIGHT, DELAWARE COUNTY.

El. 1550 feet. Eighty-four miles from Kingston Point on U. & D. R. R. Excursion rate, \$7.15.

30	So. Kortright Inn.....	Apply
20	Wm. B. Smith, Mountain Farm.....	\$8
12	J.E.Graham, South Kortright Cottage.	8
12	D. C. Sharpe, Echo Farm.....	10 to 15
30	Mrs. Mary S. Bogardus, Rocky Cliff Farm.....	6
8	Lincoln Snyder, Snyders.....	7

SPRUCETON, GREENE COUNTY

El. 2010 feet. Ten miles from Shandaken station on U. & D. R. R.

40	Maple Grove House, Geo. A. Van Valkenburgh.....	Apply
12	Diamond Notch House, H. I. Van Valkenburgh.....	\$7 to 8
25	W. C. Van Valkenburgh, Spruceton House.....	7 to 8



STAMFORD, DELAWARE COUNTY.

El. 1767 feet. Seventy-six miles from Kingston Point on U. & D. R. R. Excursion rate, \$6.75.

No. Guests.		Rate per wk.
75	Greycourt Inn, S. I. Brown.....	\$14 & up
50	Hotel Hamilton, S. I. Brown.....	14 & up
300	Churchill Hall, S. I. Brown.....	14 & up
100	"Cold Spring House" A. J. Churchill..	8 to 10
150	"The Rexmere,".....	Apply
75	G. W. Kendall, Kendall Place.....	Apply
16	John W. Stewart, Valley View....	7
40	The Westholm, Mrs. W. M. Beckley...	Apply
25	H. C. Lawrence, Lawrence Cottage...	Apply
50	R. M. Sanford, Sanford Lodge.....	8 to 12
30	Mrs. C. E. Smith, Iranhurst.....	Apply
18	J. M. & C. A. Wood, Wood Homestead	6 to 8
60	Banks Cornell, The Cornell.....	8 to 10
40	"Cedarhurst," Hugh Govern.....	8 to 12
15	A. V. Metcalf, Pine Grove Farm.....	Apply
15	M. A. Govern, Valley View.....	Apply
20	I. C. Gregory, Mt. Jefferson.....	10 1/2
12	Dr. L. M. Clark, Clark Cottage.....	10 to 12
00	New Grant House.....	Apply
35	Brooklyn Hall, Simonson & Clark.....	8 to 14
50	The Madison, A. C. Van Dyke.....	Apply
30	F. W. Van Dusen, Burrward.....	7 & up
35	C. C. Canfield, Cottage Hotel.....	8 to 12
25	Charles W. Haines, Utragantha Farm.	Apply
25	Mrs. E. E. Van Dyke, Greenhurst....	8 to 10
25	Daniel Craft, Craft Farm.....	Apply
20	Hubbell Manor, H. P. Hubbell, M. D.	Apply
20	J. G. Johnston, Maple Lawn.....	7 to 8
25	H. C. Lawrence, Lawrence Cottage...	Apply
20	Robert E. Shields, Waverly Cottage...	Apply
15	H. C. Cook, The Hillcrest.....	Apply
20	Mrs. A. F. Mason, Eagle Nest.....	8 to 10
20	S. R. Walker, Maplehurst Farm.....	7
20	Mrs. Geo. H. Hager, Fair View House.	10 to 12

SUNSIDE, GREENE COUNTY.

El. 750 feet. Five miles from Cairo station on Catskill Mountain Ry.

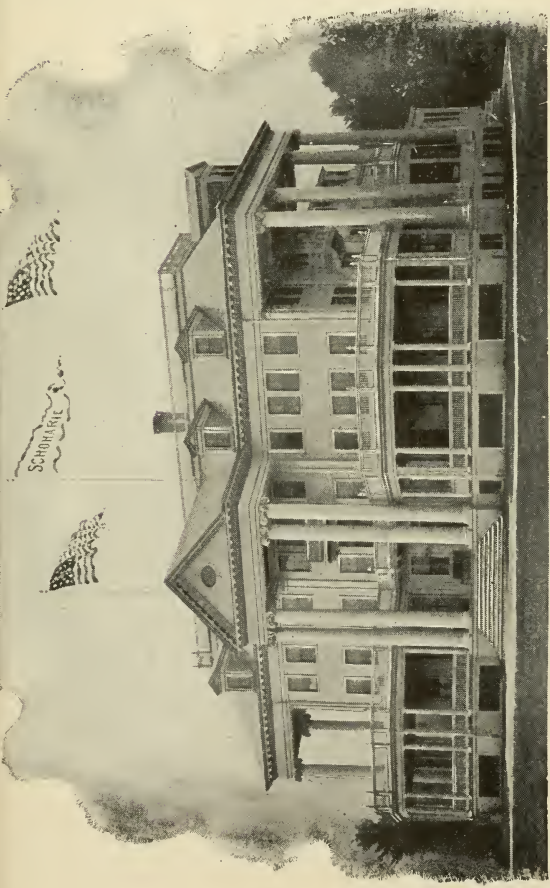
25	E. H. Utter, Hillside Farm.....	\$6 to 7
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TANNERSVILLE, GREENE COUNTY.

El. 1926 ft. Three miles from Kaaterskill Junction on Ulster & Delaware R. R. Excursion rate, \$4.85. Also reached by the Catskill & Tannersville and Otis Elevating Railways. Excursion rate, \$4.85.

75	Frank Eggleston, Mountain Retreat...	Apply
150	"Mansion House".....	Apply
100	Hotel Martin, W. B. Martin.....	\$12 & up
100	The American.....	Apply
100	Woodard House, S. Shiner.....	12 & up
75	Elka View.....	Apply
175	Waverly House.....	Apply
200	Cold Spring House.....	Apply
275	J. J. Jacobson.....	Apply
150	Mansion House.....	Apply
80	Mrs. C. Ott, Washington Park House..	10 to 12
75	Platterskill Falls House.....	Apply
100	Campbell House, R. Lee Rose.....	Apply

No. Guests.		Rate per wk.
200	Mountain Summit House.....	Apply
100	Grand Central House, Chas. Voss.....	Apply
75	Maple Grove House, J. A. Brown....	Apply
200	Mrs. Lena Frank.....	Apply
50	Louis A. Boens, La Tourain.....	\$11 to 15
40	A. M. Wiltse, Wellington.....	Apply
40	Geo. Eggleston, Eggleston Cottage....	Apply
30	M. O'Hara, Tannersville Cottage....	8 1/2
25	Henry J. Schasfenberg, Showers Inn..	8 to 10
25	M. Maram, Maram Cottage.....	10 to 12
20	John J. Haines, Mountain View Cot- tage.....	Apply
18	F. Racusch, Racusch Hotel.....	Apply
15	M. Sharpe, Cherry Cottage.....	Apply
15	Mrs. Mary Dunbar, Brookside Cottage.	Apply



SCHOHARIE MANSION, NEAR TANNERSVILLE, CATSKILL MOUNTAINS.

THE CORNER, ULSTER COUNTY.

El. 690 feet. One-half mile from Mt. Pleasant station on U. & D. R. R.

No. Guests.		Rate per wk.
40	Mrs. C. Meister.....	Apply
60	Bennett House.....	Apply
25	Sherman Lockwood.....	Apply
20	Frank Smith, The Willows.....	\$7 to 10
40	Lamson House.....	8 to 10

UNION GROVE, DELAWARE COUNTY.

El. 1200 feet. Eleven miles from Arkville on D. & E. R. R.

12	Abraham Franks.....	\$7
20	Mrs. Emma C. Dawson.....	7 to 9
8	John Lynn, Sunnyside.....	8

UNION SOCIETY, GREENE COUNTY.

El. 1600 feet. Eight miles from Hunter station on U. & D. R. R.

60	David Davis, Pleasant Home.....	\$8 to 10
40	Union Society House, W. B. Pelham..	7

URLTON, GREENE COUNTY.

El. 500 feet. Three miles from South Cairo station on C. M. R. R.

75	The Nightingale Hotel.....	\$7 to 9
30	John L. Hill, Oak Homestead.....	6 to 8
60	Eag'le Hotel, Charles Woodruff.....	7 to 10
100	Potic Mountain House.....	Apply
30	W. M. Steele, Jr., Urlton Villa.....	7 to 10
15	Thomas Wilson, Golden Glow Farm....	6 to 7
30	Peter Tryon, Pine Hill House.....	6 to 7
50	C. D. Palmer, Palmer Homestead.....	7 to 9
30	Washington Hill, Old Homestead.....	6 to 8
25	Nelson Williams, Hoose Lawn House..	6 to 7
25	R. B. Smith, Smith Farm.....	6 to 7
25	Oliver J. Butler, Mountain View.....	6 to 7
20	J. W. Keator, Cold Spring Farm.....	6 to 8
20	Will Townley, Mineral Spring Farm...	6 to 8
15	Adison Makely, Van Denberg Farm...	6 to 7
30	Robert Steele, Maple Shade House....	6 to 8



RASPBERRY LANE — TANNERSVILLE.



THE INN AT ONTEORA.

WEST CONESVILLE, SCHOHARIE COUNTY.

El. 1800 feet. Six miles from Grand Gorge station on U. & D. R. R.

No. Guests.		Rate per wk.
12	A. M. Richmond, Richmond Cottage...	\$6
25	Wm. E. Carey, Brookside Cottage.....	7 to 8

WEST HURLEY, ULSTER COUNTY.

El. 540 feet. Eleven miles from Kingston Point on U. & D. R. R. Excursion rate, \$2.85.

15	Alfred Bonesteel, Oak Cottage.....	\$6 to 7
15	C. C. Scoville.....	Apply
10	Mrs. P. M. Barton.....	Apply
25	Mrs. K. J. Carey.....	Apply
15	William Youngs.....	5 to 7
10	P. Dumond.....	5 to 7

WEST SHOKAN, ULSTER COUNTY.

El. 533 feet. (Shokan station on U. & D. R. R.)

100	Henry Schmidt.....	Apply
6	H. W. Bell, Rose Cottage.....	Apply
50	Cold Spring House.....	\$7
20	Watson Bishop.....	Apply
15	Isaac Davis.....	Apply
50	M. Burgher.....	Apply
30	V. W. Winchell.....	Apply

WESTKILL, GREENE COUNTY.

El. 1538 feet. Seven miles from Shandaken depot on U. & D. R. R.

35	R. S. Tuttle, "Echo Notch".....	\$8 to 9
75	W. G. Lilley, Westkill House.....	8
20	T. Harter, Ray Cottage.....	7.50
15	W. H. Blakeslee, Green Hurst Cottage.	8

WEST DAVENPORT, DELAWARE COUNTY.

El. 1178 feet. One hundred and four miles from Kingston Point on U. & D. R. R. Excursion rate, \$8.50.

20	Tracy Olds.....	Apply
10	N. J. Warfield.....	Apply
20	West Davenport Hotel.....	Apply

WILLOW, ULSTER COUNTY.

El. 750 feet. Five miles from Mt. Pleasant station on U. & D. R. R.	
No. Guests.	Rate per wk.
15	L. Hoyt, Brookside..... \$7
12	John H. Martin, The Martin..... 8 to 10

WINDHAM, GREENE COUNTY.

El. 1510 feet. Nine miles from Hunter station on U. & D. R. R.	
Sixteen miles from Cairo station on Catskill Mountain Ry.	
100	Coes Hotel, O. R. Coe..... \$7 to 10
25	Jacob Turk, Woodbine Cottage..... 7 to 10
100	Ira Thompson, Thompson House..... 8 to 12
100	W. J. Soper, The Pines..... 9 to 12
75	S. L. Munson, Munson House..... 8 to 12
150	Osborne House..... Apply
50	Windham House, C. R. Sanford & Son. 7 to 10
60	The Grasmere, Mary E. Dewell..... 8 to 12
30	E. A. Brainerd, Brainerd Farm..... 7
15	W. G. Brainerd, Apple Orchard Farm.. 7
18	Elias Richmond, Richmond Farm..... 6 to 7
125	O. R. Coe, Mountain House..... 7 to 10
50	John Carr, Morning Shade House..... 7 to 8
40	Chas. Stancon, Glen House..... 7 to 10
40	Mrs. H. Meehan, Morning Shade House 7 to 10
30	H. B. Maben, Banner Farm..... Apply
25	D. O. West, The Maples..... 7 to 9
25	G. H. Davis, Davis Hotel..... 8
25	Mrs. Robert Veley, Hillside Cottage... Apply
15	James M. Cryne, Maple Shade..... 7
12	Mrs. L. Higledecker, Bullard House... 6 to 8
12	Alex. MacFarland, Hill View Cottage. 7
15	A. P. Brewer, Brewer House..... Apply
10	John D. Howard, Garden Cottage..... 7 to 10
	E. C. Hummel, Melbrook Cottage..... 6 to 7

WOODSTOCK, ULSTER COUNTY.

El. 594 feet. Five miles from West Hurley station on U. & D. R. R.	
75	Wm. S. Mead, "Meads" (2,000 feet). \$10 to 14
75	The Irvington, A. F. Graff & Son..... 8 to 12
65	C. N. Riseley, Riseley Farm..... 7 to 12
25	Cecelia Nuss, Nuss Farm..... 6
20	H. A. Risely, Central Farm House.... 6 to 11
40	I. A. Lord, Brookside Cottage..... 9 to 12
20	T. M. Herrick, Herricks..... 7
20	James Twaddle, Twaddle House..... 8

WOODLAND, ULSTER COUNTY.

El. 800 feet. Five miles from Phoenicia station on U. & D. R. R.	
100	E. B. Miller, Roxmor..... Apply

STAGE CONNECTIONS.

NOTE—This information is obtained from the most reliable sources and may be considered as being accurate, although its correctness is not guaranteed.

ULSTER & DELAWARE RAILROAD.

ARKVILLE.—Daily, except Sunday, throughout the year: For Margaretville, 2 miles, fare 15 cts.; Dunraven, 6 miles, fare 50 cts.; Andes, 12 miles, fare \$1.00; Lake Delaware, 20 miles, fare \$1.50; Delhi, 26 miles, fare \$1.50.

Daily, except Sunday, throughout the year: For Arena, 8 miles, fare 50 cts.; Union Grove, 12 miles, fare 75 cts.; Shavertown, 15 miles, fare \$1.00; Pepacton, 19 miles, fare \$1.25; Downsville, 26 miles, fare \$1.50.

BIG INDIAN.—Daily, except Sunday, throughout the year: For Olivera, 3 miles, fare 25 cents.; Slide Mountain P. O., 5 miles, fare 50 cts.; Winnisook Lodge, 8½ miles, fare 75 cts.; Branch, 12 miles, fare \$1.00; Frost Valley, 15 miles, fare \$1.00; Claryville, 22 miles, fare \$1.25.

BLOOMVILLE.—Daily, except Sunday, throughout the year: For Delhi, 8 miles, fare 75 cts.; Bovina Centre, 6 mile, fare 50 cts.

Delhi stage also connects with morning train on Sundays.

GRAND GORGE.—Daily, except Sunday, throughout the year: For Prattsville, 5 miles, fare 50 cts.; Gilboa, 4½ miles, fare 40 cts.

HUNTER.—Daily, except Sunday, throughout the year: For Hensonville, 7 miles, fare 75 cts.; for Lexington, 9 miles, fare \$1.00; and for Windham, 9 miles, fare \$1.00; Jewett, 9 miles, fare \$1.00; Ashland, 14 miles, fare \$1.50.

SHANDAKEN.—Daily, except Sunday, throughout the year: For Bushnellville, 4½ miles, fare 35 cts.; Westkill, 8½ miles, fare 75 cents.; Lexington, 12½ miles, fare \$1.00.

STAMFORD.—Daily, except Sunday, throughout the year: For Harpersfield Centre, 4 miles, fare 25 cents.

Daily, except Sunday, throughout the year: For South Jefferson, 3 miles, fare 25 cts.; Jefferson, 7 miles, fare 50 cts.; Summit, Schoharie county, 14 miles, fare \$1.25; Richmondville, 18 miles, fare \$1.50.

WEST HURLEY.—During the summer months only: For Mead's Mountain House, 8 miles, fare \$1.00.

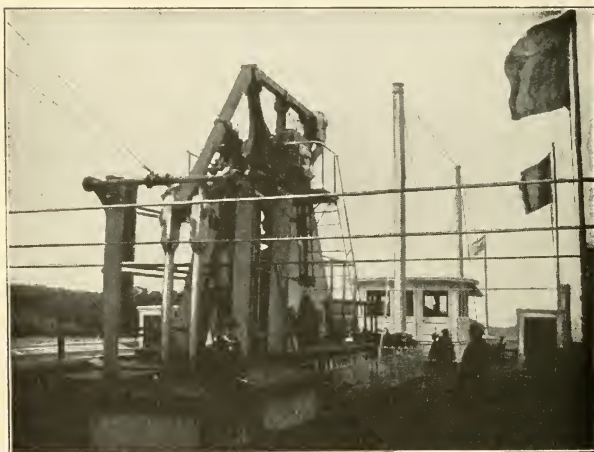
Daily, except Sunday, throughout the year: For Woodstock, 5 miles, fare 25 cts.; Bearsville, 7 miles, fare 35 cts.; Lake Hill, 10 miles, fare 50 cts.

CAISKILL MOUNTAIN & CAIRO R. R.

Stage Routes and Distances from Cairo.

NOTE.—A stage will leave Cairo daily, except Sundays, at 12 o'clock noon, throughout the season for all points named, and in connection with afternoon Day Boat train during the months of July, August and September for Freehold, East Durham, Oak Hill, Durham, Cookesburgh, Potters Hollow and Preston Hollow. No regular afternoon stage for the other points, but livery will be in attendance.

For Aera.....	Distance	3 miles....	Fare,	One Way.	Round Trip.
South Durham...	6	"	\$0 25	\$0 45	
East Windham..	10	"	50	70	
Union Society...	13	"	75	1 25	
Hensonville	16	"	1 00	1 75	
Windham.....	16	"	1 00	1 75	
Ashland	21	"	1 25	2 25	
Prattsville	25	"	1 50	2 50	
Freehold.....	5	"	25	50	
East Durham...	7	"	50	75	
Oak Hill.....	12	"	50	1 00	
Durham.....	12	"	50	1 00	
Cookesburgh	12	"	75	1 25	
Potter's.....	15	"	75	1 50	
Preston Hollow..	15	"	75	1 50	



WORKING BEAM, STEAMER "ALBANY."



NEAR HIGHLAND VILLAGE. ON THE NEW PALTZ, HIGHLAND & POUGHKEEPSIE TRACTION CO.

DURING THE SUMMER SEASON

—CONNECTION WILL BE MADE WITH THE—

NEW PALTZ, HIGHLAND & POUGHKEEPSIE TRACTION COMPANY

Via POUGHKEEPSIE by Ferry.

*Below is a partial list of the boarding places along its lines.
For a complete list address*

GEORGE CAHILL, Genl. Superintend't, N. P., H. & P. Trac. Co.
NEW PALTZ, N. Y.

NOTE.—Excursion rates, via Day Line, Ferry and N. P., H. & P. T. Co., to the points named in this list will be found on the preceding pages.

HIGHLAND, ULSTER COUNTY, N. Y.

No. Guests.		Rate per wk.
15	E. Relyen, Mountain View House.....	\$6 to 7
12	J. J. Carroll, Mountain Rest.....	6

GARDINER, ULSTER COUNTY, N. Y.

(Seven miles from New Paltz.)

35	A. Kniffen	Apply
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OHIOVILLE, ULSTER COUNTY, N. Y.

20	Fred. Zimmerman.....	\$7 to 8
50	P. L. F. Eltings.....	7 to 10
20	J. J. Elliott.....	7 to 8

NEW PALTZ, ULSTER COUNTY, N. Y.

20	Thomas J. Pine	Apply
25	Mrs. W. H. Washburn.....	\$6 to 8
20	Michael Nilon, Mountain View.....	6 to 8
30	J. P. Jackson, J. P. Jackson House...	8 to 10
10	Mrs. John Denzlinger, Sunset Cottage.	7 to 8
25	T. M. Sullivan, Locust Grove Farm...	6
6	Mrs. B. F. Gerow.....	7
12	D. C. Depuy, Maple Shade	8 to 10
20	Wm. Miller, Prospect Cottage.....	7 to 10
10	A. T. Adee, Glen Cottage.....	8 to 10
50	John H. Relyea, Homestead Farm....	6 to 8
20	Mrs. Wm. H. Atkins, Cherry Hill Cottage	6 to 8
30	G. K. MacMurdy, River View Cottage.	7 to 9
15	Chauncy Stokes, Valley View Cottage.	5 to 7
20	Mrs. Samuel J. Du Bois, Pine Grove Farm	6



AT THE FOOT OF ILLINOIS MOUNTAIN, ON THE NEW PALTZ, HIGHLAND & POUGHKEEPSIE TRACTION CO.

LIBERTYVILLE, ULSTER COUNTY, N. Y.

(Three miles from New Paltz.)

No. Guests.		Rate per wk.
20	George Dolson.....	Apply
10	Mrs. Z. F. DuBois.....	Apply

PLUTARCH, ULSTER COUNTY, N. Y.

(Four miles from New Paltz.)

10	John J. Elliott.....	Apply
15	Eugene Relyea.....	Apply

SPRINGTOWN, ULSTER COUNTY, N. Y.

(Five miles from New Paltz.)

12	T. J. Deyo.....	Apply
12	J. H. Relyea.....	Apply
25	Mrs. Mathew Deyo.....	Apply
20	Samuel J. DuBois.....	Apply
35	John K. McMurdy.....	Apply

LOYD, ULSTER COUNTY, N. Y.

(Four miles from New Paltz.)

25	Louis H. Dayton, Woodside Cottage...	\$6 to 7
40	Mrs. N. Townsend, Homestead Farm..	6 to 8

LAKE MOHONK, ULSTER COUNTY, N. Y.

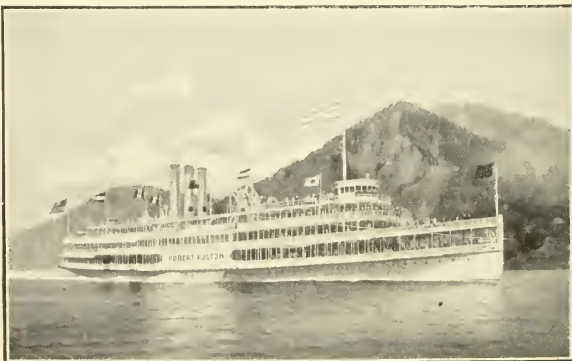
(Six miles from New Paltz.)

450	A. K. Smiley, Lake Mohonk Mountain House..	\$21 & up
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WALLKILL, ULSTER COUNTY, N. Y.

(Eight miles from New Paltz.)

25	Mrs. Eugene Rugar, Locust Lawn....	\$6
10	Mrs. L. K. Lippincott, Shady Slope Farm	7
40	Clarence Mervin, Willow Brook Cottage	7 to 8



HUDSON RIVER BY DAY LIGHT



"ALBANY"
AND
"NEW YORK"
DAY LINE
STEAMERS





LIBRARY OF CONGRESS



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